Plymouth Illustrated: 1893

A TOUR OF PLYMOUTH AS IT WAS LONG AGO

The Old Colony Club: Plymouth, Massachusetts, 1993

PLYMOUTH ILLUSTRATED: 1893

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The Old Colony Club House 1893 - 1993

THE OLD COLONY CLUB:
PLYMOUTH, MASSACHUSETTS, 1993

DEDICATED
TO
Lauris J. Bradbury
Honored Past Historian
Old Colony Club

1769 1993

Foreword

The illustrations for this booklet are in every case of real articles and scenes now long departed, taken from rare photos of past days. Such pictures of an earlier and often remembered life in Plymouth are part of the tradition of the Old Colony Club, whose walls are graced by an extensive collection of images depicting the town throughout its history.

The Old Colony Club would also like to acknowledge that some of the photos in this booklet come from other sources including the Pilgrim Society and Plimoth Plantation, and to the officers of these institutions I offer sincere thanks for their co-operation and aid.

To James W. Baker, our Club Historian and the editor, I on behalf of our members offer you the thanks for this booklet and the hours you have devoted to it. To our Past President Robert E. Rohr for his generosity in making it possible for the public to obtain this booklet I offer my sincere thanks.

Richard W. Davis
President, 1993
The Old Colony Club

ACKNOWLEDGMENTS

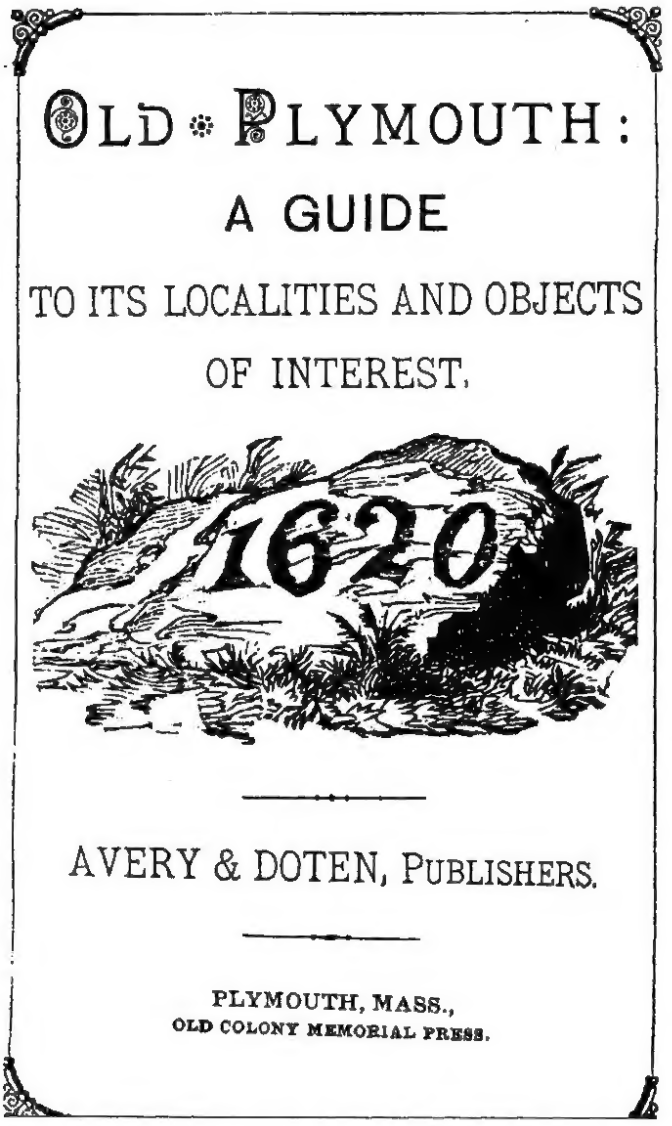
I would like to thank the many supportive individuals who by reading the preparatory manuscript and/or offering cogent suggestions and diverse information have helped propel this modest booklet into reality: U. Ernest Buchner, Thomas J. Brewer, Marian V. Chaffin, Richard W. Davis, Michael DeFelice, Dr. Richard L. Ehrlich, Dr. Peter J. Gomes, Die Modlin Hoxie, Clifford I. Knight, Edwin Lougee, Robert J. McKenna, Marie Pelletier, Clifford E. Sampson, Charlotte Sears and John G. Talcott.

In particular I would like to thank my brother, Anthony I. Baker, for copying all of the photos used in this publication. I also deeply appreciate the generosity of the Pilgrim Society for the use of their collection of Plymouth photographs (10b, 12c, 16a, 20b, 22a, 26b, 28b, 30a, 36b, 39a, 40b, 43a, 44b, 50a and 54a) to fill gaps in the Club's collection.

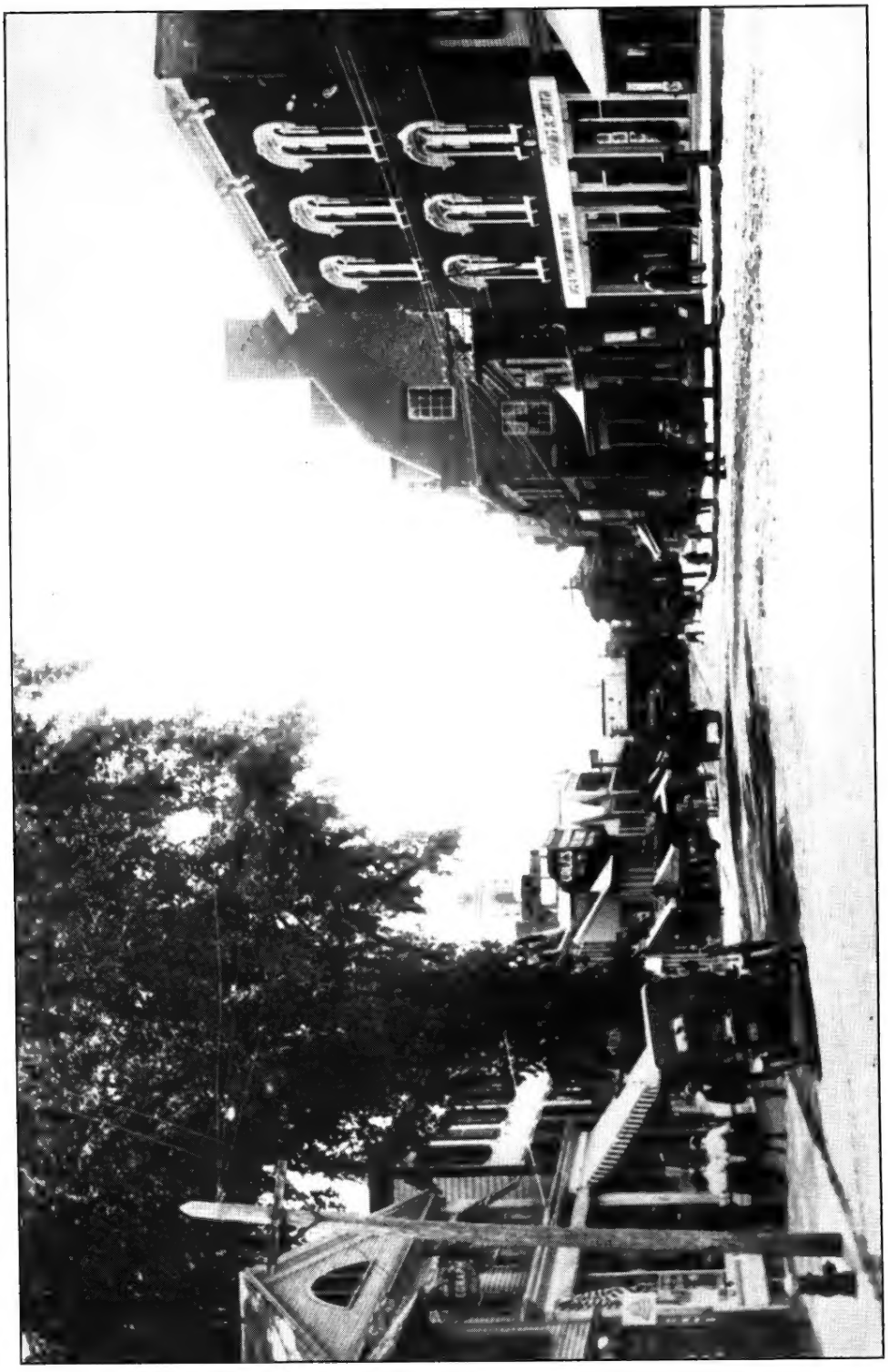
James W. Baker
Editor

HAYWOOD HOUSE.
Main St., looking southeast. On the site of the present Station One + 1 Restaurant. The Old Colony Club had its first rooms on the right of the central door (1875).

INTRODUCTION



If magically it were possible to transport back in time to the Plymouth of a hundred years ago, the community we encountered would offer some continuities to people living here in the late 20th century. Then as now, the town filled with visitors each summer, busily searching out the memorials of the Pilgrims. A glance at a local directory would reveal many of the same names —Yankee, Irish, German, Italian, Portuguese — that are in the today's phone book. Even the Gay Nineties' styles, the horse-drawn carriages and the "quaint" things for sale in the shops are familiar to most Americans from movies and flea markets. Yet the initial sense of reassuring familiarity would soon be seen to be superficial. Much of the town, the waterfront and the Town Brook area in particular, has undergone considerable modification since then. Seven active wharves flourished where static Plymouth Rock and scattered pine trees are now, and a series of busy factories lined nearby Town Brook at intervals. Although some downtown streets and buildings (at least above their first stories) still retain outlines visible in 1893, many others have changed beyond recognition. Far from being a sleepy country village, Plymouth was both an important port and a substantial manufacturing center. Railroad lines led north to Boston and west to



MAIN STREET FROM SHIRLEY SQUARE.
Looking south from Shirley Sq. circa 1910. On the right (the west side of the street) we see the Davis Building, the new Bank Building and the Plymouth Savings Bank building (with its third floor intact). The building with the awning on the left is today Stevens the Florist.

Middleborough, steamships regularly brought people from Boston and Nantasket, and the Plymouth and Kingston Street Railway was about to be linked into a state- wide transportation system. Even greater changes have occurred in the social life of the town over the past century. In 1893, commuting to Boston was rare; there were no malls and a strong local identity existed. It was not necessary to leave town to earn a living, shop or have a good time. Plymouth businesses provided for nearly all the wants of life. Numerous clubs, fraternal societies, musical groups, church congregations and neighborhood organizations provided Plymoutheans with a diverse and active social milieu. The community's cohesion and sense of community at the turn of the 20th century stands in marked contrast to the fractiousness and diffuseness of Plymouth's social and economic affairs today.

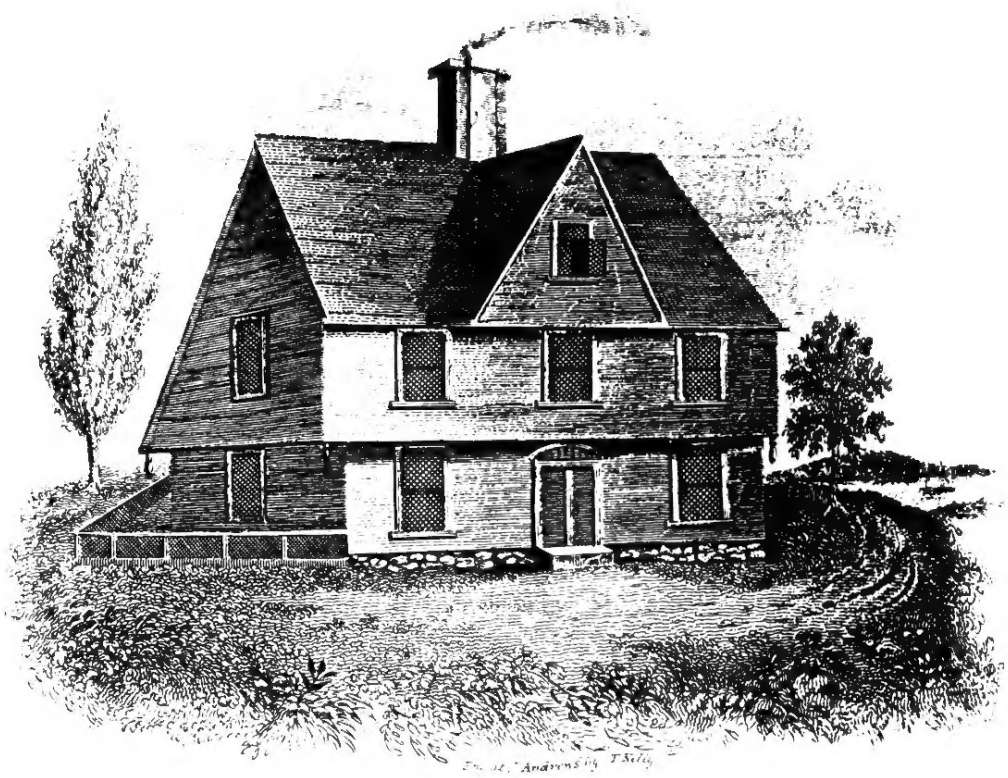
Many communities in the United States proudly maintain and proclaim memories of their nineteenth century past — as they have no other. On the other hand for most residents of Plymouth today, the 1890s are not just "only yesterday," but a yesterday few people know anything about. Plymoutheans in 1993 more often than not are just as mesmerized by the Pilgrims as other Americans and hence tend to overlook the fact that a great deal happened in their town after 1620.

In many ways, the close of the nineteenth century was one of the privileged periods in Plymouth's long history. This was a time when the town's historic interest and intrinsic natural beauty were complemented by a prosperity born of its many active mills and factories. Its schools, social groups and public services were among the more up-to-date in the country. Poverty, crime and class distinctions did exist, yet these afflictions were less in evidence in Plymouth than they were in many American towns and cities of the time. While no Golden Age, the financial and social problems of the period, such as the depression of the 1890s and labor unrest, touched Plymouth only lightly. All of this demonstrates quite cogently that there is far more to the town's history than the fame brought it by the immortal Pilgrims.

This little book has been produced by the Old Colony Club of Plymouth to make amends for Plymouth's narrow infatuation with the Pilgrim Era. It was just 100 years ago, in May, 1893, that the Old Colony Club acquired its permanent Clubhouse at 25 Court Street. Members of the Old Colony Club, founded in 1769, have personally played important roles in many of the important events in Plymouth's history. Numerous pictures of vanished

Plymouth adorn its walls, and a collection of town histories, reports and old guidebooks provides insight into times past. In this new work, a selection of the Club's pictures (and others from Pilgrim Hall Museum) are combined with text from a contemporary guide to Plymouth, *Old Plymouth: Its Localities and Objects of Interest* (1895), and editorial notes to take the reader on a tour of late 19th century Plymouth, at once familiar and unknown. Largely omitted are the sections of the guide which cover the story of the Pilgrims and their monuments. Our focus is on "Vanished Plymouth," the everyday buildings and scenes that are gone forever. We invite the reader now to return to Plymouth as it was in Grandmother's and Grandfather's day.

THE OLD COLONY CLUB, 1993.



ALLYN HOUSE.

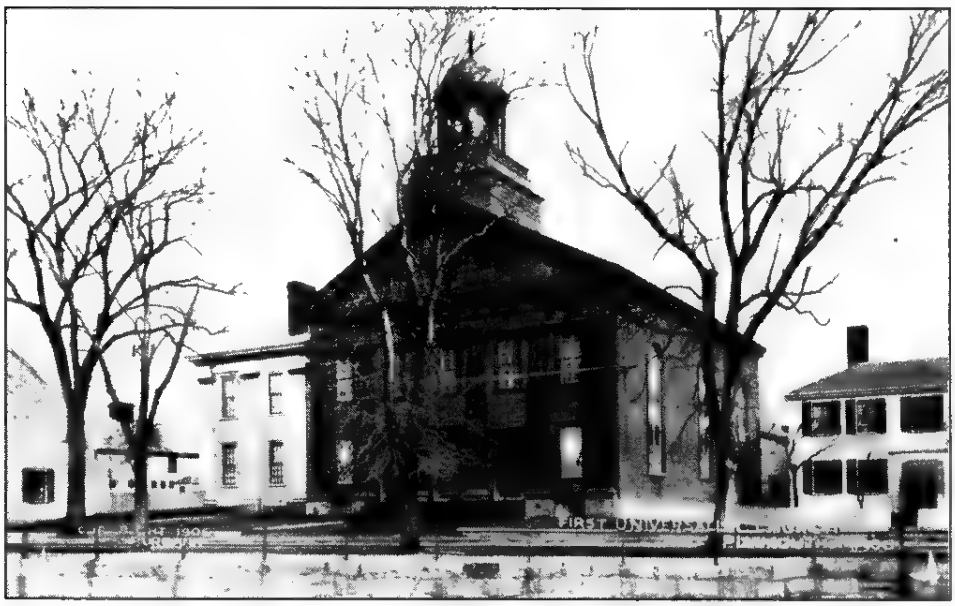
PLYMOUTH IN 1893

{*Old Plymouth's* revealing overview provides an excellent introduction to the town as it was in 1893. However, as some of the text was carried over unedited from earlier editions, omissions and anachronisms will be noted where they occur.}

The population of Plymouth, by the United States census of 1890 was 7,314. By the assessor's returns for 1891, the total valuation of the town was $5,906,600: real estate, $3,843,750; personal estate, $2,062,850; number of dwelling houses, 1,454; number of polls [voters], 2,142; number of persons assessed, 3,152; number of acres of land taxed, 50,796; rate of taxation, $14.00 on $1,000. The amount to be raised by taxation for current and ordinary expenses for the year 1892 [was] $76,993.36.

Most of the manufactories of Plymouth are so situated that they do not attract the notice of visitors. During the day, likewise, the population is occupied in labor, so it is noticeable that but few idlers are on the streets. From these circumstances it is often inferred that the town is quiet, and but little going on in the way of business. The facts are, however, that a very large amount of manufacturing of a diversified nature is done here, statistics showing that few places of this size are more busily engaged, the total product of the industries of the town being about $7,000,000, and one manufacturing corporation paying a tax on its plant of $8,251.75 the present year.

The manufactures comprise: cordage, the largest and most complete works in the world; woolen cloths, a large mill; cotton duck, two extensive mills; tacks and rivets, three very large concerns; nails and plate iron, a heavy concern extensively engaged; zinc and copper mills, also making nails and tacks of these metals, two large affairs, one owning mines and getting out its own zinc from ore in Tennessee; iron foundry, a large, well appointed concern making stoves; boots and shoes, two large factories; barrel, keg and box factory; bedstead joints, one large factory supplying the mammoth furniture establishments of the West; two insulated wire factories, busily engaged in covering wire for electrical purposes; steel shanks, two concerns extensively engaged; a large hat and straw factory; two newspaper and job printing offices, and, besides these leading industries, machine shops, mills and small shops of different kinds in large numbers.



A. THE PLYMOUTH ELECTRIC LIGHT AND POWER CO.

Leyden St., looking south from the Universalist Church on Carver St., Cole's Hill. Now the entrance to Brewster Gardens.

B. UNIVERSALIST CHURCH

Carver St., looking north from foot of Leyden St. The Barnes house on the right is still extant.

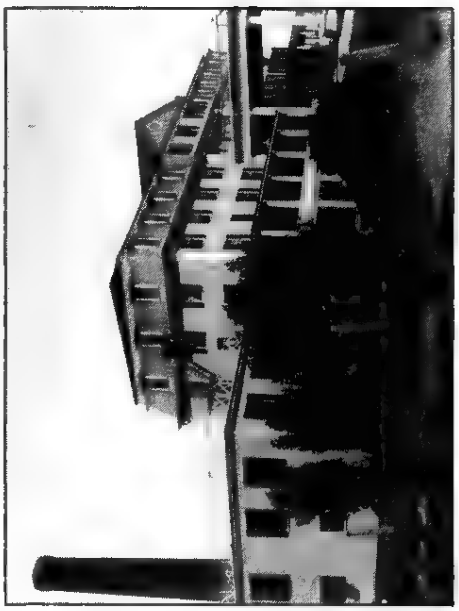
It is to be noted that the manufactures of Plymouth are generally of an excellent quality, her cordage, cotton duck and woolen cloth especially, standing the highest in reputation and being well known all over the country. The duck for sails of the famous yachts Puritan and Mayflower, which won the International races, was made by the Russell Mills company of this town.

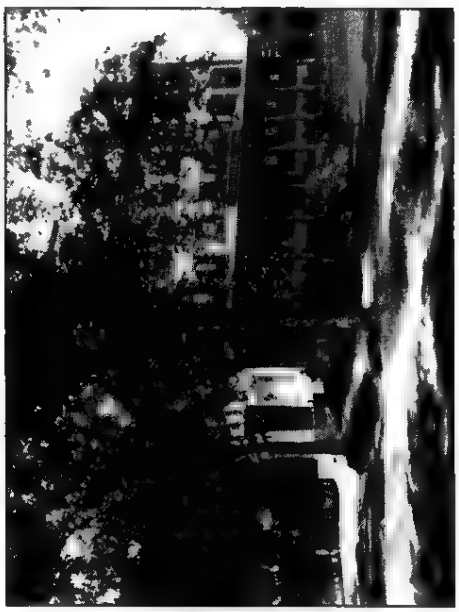
As a port of entry, the town stands next to Boston, in the Massachusetts district, out ranking, in the amount of revenue collected, Salem, Gloucester, Fall River and New Bedford,* the aggregate revenues of the last two cities being only about $3,000 over that of Plymouth alone, in 1888, when amount of the customs receipts was $97,000, showing that the commerce of the place is of considerable importance. The foreign imports are mainly hemp, iron and wool. Hemp was put on the free list in the McKinley tariff, thus reducing the revenue, still Plymouth in 1891 held place next to Boston, collecting $73,656.31 at a cost of $3,361.10.

The town is provided with all the conveniences of a city, including public waterworks, with thirty-five miles of pipes, introduced in 1855, having previously been supplied on a smaller scale by a private company in 1794, the first incorporated for the purpose in the state, which brought water two miles in bored logs, as pipes were not then made. The cost of the works in 1892 is $240,000. A gas company, established in 1854, supplies the main part of the town with its illuminant.

Plymouth was the first town in the U. S. to install a public aqueduct. In 1797, water was piped from Billington Sea to the town center through yellow pine logs with two to four inch bores, tapered at one end and reinforced at the other with an iron hoop so they could be driven together. There was service to individual houses and to reservoirs which could be used for fire fighting. The first reservoirs were installed in 1829 in or rather under Town Square, and Shirley Square. Unfortunately the water from the aqueduct became rather suspect for consumption, and the town was in addition obliged to rely on a number of wells.

There were public wells at the foot of Leyden, Middle and North Streets, and elsewhere. The Town Pump in the early 19th century was located next to the grist mill at the Market Street bridge, near where the granite horse trough is now (but at a higher level). A new 1855 water system brought water from Little South Pond to the reservoir on Allerton Street. When industry needed more water in 1879, the town installed steam pumps and a ten inch iron pipe was laid along the south bank of Town Brook to Newfield Street. Twenty eight miles of pipe were extended throughout the town, with service in 1891 brought along Plymouth Beach to the Pavilion.





A. FRANKLIN HOUSE.

Manter's Point, looking southeast from Manter's Point Road. Now a private house, minus the porch.

B. SAMOSET HOUSE.

The corner of Samoset and Court Steets, looking northwest from the intersection. Now the site of Papa Gino's Restaurant.

C. THE CENTRAL HOUSE.

Main St. looking west from Shirley Square. The site is now part of Puritan Clothing building, as is the small central store (later Gambini's). A corner of the Davis Opera House is at the left.

D. HOTEL PILGRIM

Warren Ave., looking southeast. The site, at the crest of the hill south of Plymouth Beach, is now abandoned due to erosion on the seaward side.

There are seven excellent hotels within the town limits, three of them well known and fully patronized summer resorts, while the public houses of the main portion of town are also filled with permanent and transient guests.

Summer visitors were well supplied with hotels, boarding houses and cottages to rent. The "resorts" mentioned here probably included Hotel Pilgrim on the bluff south of Plymouth Beach, the Franklin House at Manter's Point, and the Simes House on the Manomet Bluffs.

The public houses included the Samoset House (on the site of Papa Gino's on the corner of Samoset Street), Plymouth Rock House (where the Plymouth Wax Museum is today), Churchill House (at 38 Russell Street) and the Central House, (at the southern end of the Puritan Clothing store).

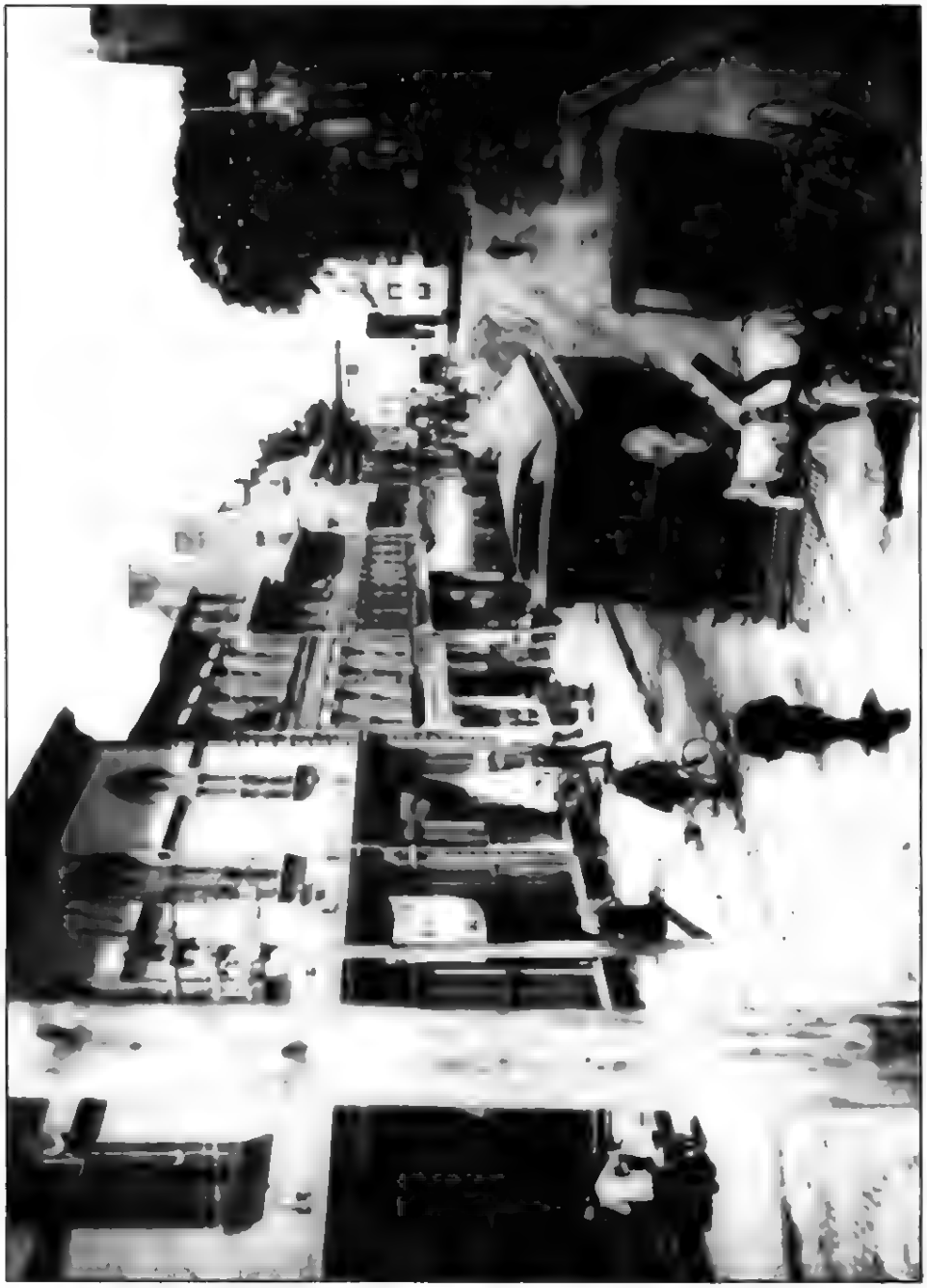
A fine steam fire department is maintained by the town, and the streets are fully electrical-lighted at public expense.

The Plymouth Fire Department was founded in 1835, but the town had bought its first fire engine in 1757. In 1893, Plymouth had a force of 6 engineers and 155 men, H. P. Bailey, chief. There were 3 steam engines (the steamer "H. P. Bailey" was bought in that year), 2 hook and ladder, 2 chemical engines and 4 hose machines. The Main St. fire station, on the site of the old Hayward House, where the Old Colony Club had its rooms from 1875 to 1877 and where the "Station One Plus One Restaurant" is today, housed 2 of the steam engines and the chemical engine. The third steam engine was in North Plymouth, a hook and ladder (the "Torrent", which is still there) under the Town House and the other hook and ladder and a chemical machine in the former school house on South St. (the AMVETS post). The hose machines were on Summer St. (almost across from Oak St.), Whiting St. (across from the head of Stephens' St.), on Franklin St. (behind the old High School) and on Court St. in North Plymouth. There were no important fires in 1893, but the dramatic burning of the First Parish church occurred on November 22, 1892.

The Electric Light Company (located at the foot of Leyden St., where the entrance of Brewster Gardens is today) provided 14 arc and 251 incandescent street lights at a cost of $5,850, with some savings gained from decreasing the number of arc lamps and decreasing the candle power of the rest from 32 to 25. By comparison, the town had spent $1,500 on street lighting in 1885.

An electric street railway also runs for six miles of its principal thoroughfares.

The *Plymouth and Kingston Street Railway* began service on June 9, 1889, and in 1893 extended from the Hotel Pilgrim (owned by the railway) on the south to near the intersection of Pembroke Street and the Hanson Road in Kingston (8.75 miles), with a spur to the Plymouth Station of the *New York, New Haven & Hartford* (earlier the *Old Colony] Railroad.*



KINGSTON AND PLYMOUTH STREET RAILWAY.

Main Street looking north towards Shirley Sq., with the "Pilgrim" street car in the foreground. The rails turned onto Market St. to cross Town Brook. The I.O.O.F. building at the left is where the C.V.S. pharmacy is today.

It introduced double ended cars in 1893, and operated 4 cars on a 30 minute headway with a five cent fare within each town, or a dime to cover the whole line. It was absorbed by the Brockton and Plymouth Street Railway in 1899. Service on the 22 mile connection between the two towns began in November, 1900, and ceased in 1928. The power plant for the line was on Water St., about where the State Pier entrance is today. It was torn down in 1920 during the waterfront "restoration" preceding the 1921 Pilgrim Tercentenary. The main Plymouth car barn was on Sandwich Street just below the Mount Pleasant School.

The sojourner here will also find in matters of religious belief so great a diversity, that almost exceptional views must be held where one cannot find opportunity to worship with an established congregation of his own faith. The churches embrace Congregational, Unitarian, Baptist, Universalist, Methodist, Catholic, Advent, Episcopal, holding services every Sunday, and besides these, Spiritualists, German Lutherans, and New Church people hold meetings occasionally, the former sometimes carrying them through a portion of the year on stated evenings. Plymouth thus exemplifies most strikingly the fact that the Fathers founded here religious liberty, which their descendants now so fully enjoy.

Plymouth's houses of worship have undergone many changes since 1893. Only the Congregational (Church of the Pilgrimage), the African Methodist Episcopal (converted in 1871) and the Catholic (St. Peter's, built in 1873] churches are in the same buildings as they were a century ago. The First Parish Unitarian Church at the head of Town Square was "between buildings." Its Gothic wooden structure of 1831 burned down on 22 November, 1892, and the congregation was obliged to meet in Standish Hall on Middle St. until the current stone building was sufficiently completed for use in 1897.

The "Church of the Pilgrimage," (the Third Church - Congregational) which separated from the First Church when it became Unitarian in 1801, was built in 1840 on the north side of Town Square succeeding an earlier building above the Green, which became the High Scool. The Baptist church, a handsome 1867 building on the site of the old Post Office on Leyden St., was torn down in 1914 in preparation for the construction of the Main St. Extension bridge across Town Brook. The Universalist church (1826), which was destroyed in the 1930s, was on Cole's Hill on the lot between Nos. 2 and 6 Carver St.). The Methodist congregation had a fine new (1886) church building on the corner of Court and Brewster Streets. The Adventist Church (1827) was on the west side of Pleasant St., just beyond Robinson St. Christ Church (Episcopal) was dedicated in 1846 on Russell St., where #29 is today.

This list is not exhaustive. Among other places of worship at the time, the Second Church (Congregational) of Plymouth in Manomet built in 1826 across from an earlier building on the westerly side of State Road, the Fourth Church (Congregational) on River Street in Chiltonville (1841), the

A. THE NEW HIGH SCHOOL

Lincoln St., looking southeast. Now renovated as the Plymouth Town Office Building.

B. CORNISH SCHOOL

Russell St., looking south from Allerton St. Now site of the Plymouth Police Station.

Union chapels at Wellingsley (Jabez Corner, now the western end of Bradford's liquor store), Long Pond and South Pond Village, and the Methodist Chapel at Russell Mills should be noted.

For educational purposes the town makes liberal provision, and the schools rank among the best in the state, the standard of scholarship being high. In 1891 the town appropriated $40,000 for a new High School building, and the fine brick structure on Lincoln street -- accommodating 200 or more pupils -- was occupied by the school on May 2, 1892. The graded system of schools, under a superintendent, has been employed for over thirty-eight years.

In 1893 before school busing centralized the widespread population of the town into a small number of schools, Plymouth needed 21 schools (some of which shared buildings) to serve 1,656 students. Besides the new High School on Lincoln St. (today the Town Offices) there were schools at Allerton St. (now the site of #s 42/44 Allerton), Cedarville (near the intersection of Old Sandwich Road and Shore Road), Chiltonville, (on the north side of Clifford Rd., across from Doten Rd.), Cliff St. (on the north side of Cliff St. near the corner of Sandwich St.), Cold Spring (now the Christian Science Church), Ellisville (The Red Schoolhouse on the corner of Long Pond Road), Lincoln St. (about where the link between Nathaniel Morton and the old Plymouth High School building is today), Long Pond (East of the chapel on Halfway Pond Rd.), Mt. Pleasant, North School (the Ellis Curtain factory on Court St.?), North Primary (on Seaview St.?), Oak St., Russell St. (later Cornish School, where the Plymouth Police Station is now, which was soon joined by the Burton school on the parking lot west of the Station).

Other schools included Russell Mills (on the west side of Russell Mills Rd., just north of intersection of Jordan Rd.), School St. (near the smaller flight of steps across from the rear of the old Woolworth Building), South St. (in the playground near corner of Mount Pleasant St.), South Plymouth (on the east side of Sandwich Rd., just beyond the Plimoth Plantation Highway overpass), South Pond (just north of South Pond Village chapel), Spring St. (Spring St. was where the paved path just west of the Governor Carver Motel is -- the school was on the west side about where #55 Summer St. is today) and Wellingsley (on the site of Christie's Market parking lot at Jabez Corner).

A. PLYMOUTH CORDAGE COMPANY EMPLOYEES, CA. 1882.
They are standing on a coal heap (and tar barrels) in front of old power plant before the 1885 fire.

B. THE NATIONAL MONUMENT TO THE FOREFATHERS.
Allerton St., looking north west., before completion in 1889. It is still lacking the figure of Freedom, which today is on the plinth at the left.

SAUNTERINGS IN PLYMOUTH TOWN

{*Old Plymouth* begins its tour of 1890s Plymouth with an arrival in Plymouth on the *Old Colony Railway*. The first scenes are of Seaside Station at the Plymouth-Kingston Line, "Seaside" being what North Plymouth was called at the time, and of Plymouth Harbor. Our text begins as the train passes the Cordage Company.}

As the train moves along from Seaside Station, on our right is seen a long, low building. This is the "Laying ground" of the Plymouth Cordage Company, so-called, because here the ropes and cables manufactured are "laid" or twisted up from the smaller strands of which they are composed. These works were established in 1824, and are the largest and most complete of the kind in the country, if not the world. Beyond the laying ground are the brick factories and storehouses, one of the latter being a United States bonded warehouse, where the foreign hemp used in the works is kept. Here are made ropes of all sizes and lengths, from lines smaller than a lead pencil to immense cables fit to hold the largest ships in the severest gales.

No single industry has had the impact on the town that the Plymouth Cordage Company had. It isn't possible to do justice to the history of the company in this short space, but a few notes are called for, for the benefit of those who know "the Cordage" only as the site for outlet stores and empty buildings.

The Plymouth Cordage Company was founded in 1824 by Bourne Spooner, John Russell, William Lovering Jr. and John Dodd. Bourne Spooner, inspired by a new tariff on imported rope and an abolitionist's conviction that free labor would produce results far superior to ropemaking operations dependent on slave labor that he was familiar with in Louisiana, established the new ropeworks in the sparsely settled northern part of Plymouth. The Plymouth Cordage pioneered the technological advance of water and then steam power at a time when producing rope entirely by hand was the industry standard.

The Cordage grew steadily during the 19th century to become one of the leading rope manufacturers in the country, especially of twine as the demand for rope rigging declined. The greatest burst of growth occurred after the main mill burned on January 3, 1885. The fire prompted a decision to replace not only the mill which had been destroyed but the other mills as well (except for the old Ropewalk, part of which can be seen today at Mystic Seaport) and produced the structures we see today. The Number One mill was built in 1885, Number Two mill in 1899, and Number Three in 1907.

The working day in 1893 differed with the season. From March to December, weekday hours were from 6:30 A.M. to 6:00 P.M. with an hour off for dinner at noon. On Saturday, work ended at noon. From December 1

A. THE PLYMOUTH AND MIDDLEBOROUGH RAILWAY OVERPASS
Court St., looking north. The overpass crossed Court St. near the entrance to Standish Plaza. The house on the left is now the Ultimate Image Hair Styling Salon.

B. THE PLYMOUTH RAILWAY TERMINAL
Looking east from Court St. down South Park Ave. Now the site of the Citizens' Bank.

to the end of February, work began at 7:00, and on Saturday the hours were from 1:00 P.M. to 4:00. The night crew worked from 6:00 P.M to 5:00 A.M. without break, but received for their 55 hour work week the same pay as the daytime crew did for their 58 hour week.

In 1893 as well, the old natural channel across the harbor was dredged to a depth of six feet at low water by the U.S. Government to enable large supply ships to bring coal and fiber supplies to the Cordage. Once within the grounds the materials were moved on a rail system by locomotives powered with compressed air, a system introduced in 1876.

One of the most famous of the company's achievements was the single-handed defiance of the Rope Trust. In 1892, the National Rope Company, which controlled about seventy per cent of the rope industry in America, bought a large share in Plymouth Cordage in an attempt to force the company to join. Coming on the heels of other coercive tactics used by the Trust such as its seizure of a ship carrying raw materials which belonged to Plymouth in 1890, the stock purchase simply stiffened management's resolve to resist. This policy was rewarded when the trust went into receivership, a factor precipitating the national financial panic of 1893. This left the way open for the Plymouth Cordage Company to become the largest rope manufacturer in the world.

The company was paternalistic from the beginning; a policy which intensified after the turn of the century to include providing company housing for employees, a health plan, pensions, a library, night classes, insurance and wages the equal of any of its competitors. Several churches were built in the community including the Lutheran chapel, the Portuguese Methodist church and St. Mary's Catholic church. Although such practices may be seen in retrospect as authoritarian and intrusive, and their benefits insignificant by today's values, by the often barbaric standards of working conditions and labor relations of the time, the Cordage was truly an enlightened company.

The expanding corporation attracted the largest share of Plymouth's flow of immigrants from Germany, Italy, Portugal and the other countries, which forever changed the face of the town. Also, the well-meaning but old fashioned approach to labor-management relations eventually broke down as workers increasingly questioned the Cordage's opinion that "the Boss knows best." The Company's first strike, in 1916 (in which the unfortunate Bartolomeo Vanzetti, Plymouth's famous anarchist, took part), demonstrated the chasm which had developed between the company's Yankee directors and its multi-ethnic employees. The Cordage flourished with sales of $29 million dollars in 1919, but 10 years later their revenues had dropped to $14 million, and were only $7 million in 1939. Labor troubles and foreign competition after World War II resulted in the sale of the company to the Columbian Rope Co. in 1965. The new owners stripped the assets from the Cordage and in 1971, the company which had so deeply influenced the Plymouth community closed forever.

Soon after leaving the works of the Cordage Company, there is seen on the right hand of the railroad, clearly cut against the

A. PLYMOUTH WOOLEN MILLS

Looking southeast across Murray St. Now site of Sheraton Inn, Plymouth.

B. EMERY SHOE CO.

North Park Ave., looking northwest. Now the site of Baratta's Package Store and the Plymouth branch of Rockland Trust Co.

sky, a noble and majestic figure with up-pointing hand and finger. This is the Statue of Faith on the National Monument to the Pilgrims... The figure, seen in bold relief on the approach to the town, is very beautiful.

Forefathers' Monument was the apotheosis of the Nineteenth century's filial pride in the Pilgrims. Although impulse which created the massive monument is so far removed from modern taste that it strikes many people today as simply enigmatic, it was an expression of reverence that visitors in 1893 found as fulfilling as visitors in 1993 find the kinetic exhibits at Plimoth Plantation. First proposed in 1856 by architect Hammatt Billings (and thus predating the similar Statue of Liberty by decades), the monument was begun in 1859 but not completed until 1889.

Forefathers' Monument is actually more a monument to the allegorical ideal of the Pilgrims than to the actual colonists. It is their imputed virtues that are enshrined here, Faith, Morality, Law, Education, Freedom and the rest, while the story of the settlers is relegated to the small bas-reliefs beneath the massive figures. The initial conception was initially far grander, over 150' high with a museum contained in an 80' base (now the total height of the edifice), before financial reality caused the design to be considerably reduced in size and scope.

As we approach the end of our journey and near the last station, we see on the right the brick buildings of the Plymouth Woolen Mills, erected in 1863, and sold in 1879 to parties from Franklin Falls, N. H., who have greatly enlarged the mills, and have since carried on an extensive business in the manufacture of standard woolen cloths. The business of the mill is one of the principal industries of the town.

The Plymouth Woolen Co., founded in 1863, once dominated the area between Murray St. and the railway tracks now the site of the Sheraton Motel. A very high grade of worsted cloth was manufactured there by various owners. Although raw wool was not a Plymouth product, water-power and immigrant labor made the difference. The mill was bought by the American Woolen Company in 1900 and renamed the Puritan Woolen Mills. Its production went down after World War I, revived in the 1930s, then declined again after World War II. The mill closed in August, 1955.

Emerging from the station, we take our way through the little park of the railroad company. On our right is a large wooden building, four stories in height, one hundred and fifty feet long, and thirty-five feet wide, with a double L of nearly equal proportions. This is the factory of the Emery Shoe Co. The land was given by the railroad corporation and the building erected by a subscription of citizens of the town in 1873, and made a free gift to the firm of F. Jones & Co., who established the business here.

The F. Jones Co. building was bought by the Francis F. Emery Co. about 1875. Shoe production ceased when the latter concern moved to Brockton in 1899. Also prominent then was the Ripley and Bartlett Tack Factory on Water St., where Al's Pizza and the Ming Dynasty are today.

At the end of the park we come to Court Street, the county road from Kingston. Opposite, in its nice grounds, is the Samoset House. This hotel was built by the Old Colony Railroad Corporation, at the completion of its road in 1845. It was afterward bought by an Association, composed mostly of citizens of the town, and in 1883 passed into the proprietorship of Mr. D. H. Maynard. It has always borne an excellent reputation as a hotel, and is in all its appointments now one of the finest in the country.

The Samoset House was built by the Old Colony Railroad and opened in 1845. This elegant hotel, which was on the site of the Papa Gino's restaurant on Samoset St., had room for 100 people before it burned down in 1939.

The Old Colony Railroad, which was leased by the New York, New Haven and Hartford Railroad in February, 1893, was incorporated in 1844, and the line to Plymouth was opened on November 8, 1845. The original plan had been to extend the line to Bourne and beyond, but the proposed line along the Plymouth waterfront to Manomet, while it still had in 1893 three years to exercise this option, was never built. However the Plymouth and Middleborough Railway opened on March 15, 1893. This line branched off from the Boston line near Lothrop St., crossed Court St. at about the entrance of Standish Plaza, and continued on to the West Plymouth (Darby Pond) Station before continuing to Middleboro. The ride took about 45 minutes.

Turning to our left as we gain the street, we walk towards the village. On our right we pass St. Peter's Church (Roman Catholic), erected in 1873. In the rear is a building for the residence of the priest. His parish includes Plymouth and Kingston.

We come now at our left to a building with a Doric Portico, standing a little way from the street. This is Pilgrim Hall, erected in 1824 by the Pilgrim Society, as a monumental hall to the memory of the Pilgrims. In 1880 it was rebuilt in a fire-proof manner, at the cost of over $15,000, by Joseph Henry Stickney, Esq., a wealthy Baltimore merchant of Boston nativity, who on a casual visit to Plymouth became so impressed with the importance of preserving with the greatest care the interesting relics of the Pilgrims there deposited, that he most liberally made this large expenditure to secure these precious memorials from loss by fire. At the same time he provided for better classification and exhibition of the articles, those immediately

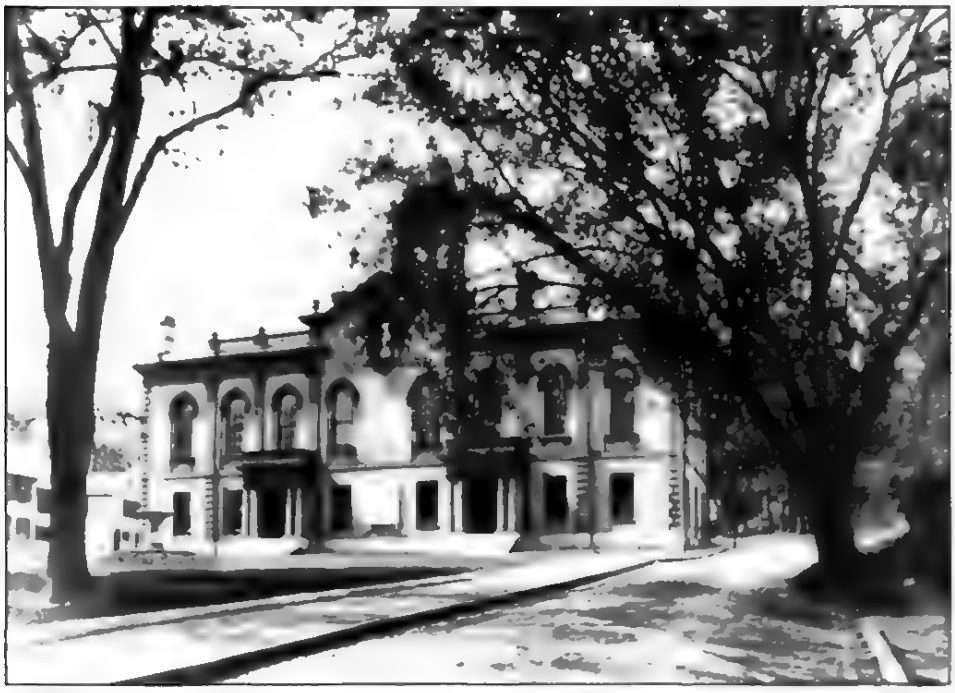
connected with the Pilgrims being disposed, mostly in glass cases in the main hall, while an interesting museum of antique curiosities is arranged in the room below. Exteriorly, marked improvement was made by raising the Doric porch to the height of the main building, ornamenting the pediment with a finely executed allegorical "Landing," in demi-relief, and painting and sanding the whole front in imitation of stone..

The relief of the Landing was removed ca. 1910, and the entire portico of Pilgrim Hall rebuilt in granite and dedicated on July 8, 1922.

Chilton Street runs off to the left by Pilgrim Hall. A little farther along, Howland Street leads off down to the water. At our right hand, soon after leaving Pilgrim Hall, we see a large building with a handsome facade, standing a little back from the street, and fronted by a small park enclosed in an iron fence. This is the County Court House, erected in 1820, and remodeled in 1857. It was partially destroyed by fire Nov. 7th, 1881, the roof being burned; but, owing to a plentiful supply of water from the town works and the efficiency of the steam fire department, the building was saved, with but little damage to the lower part, and there was no loss of the valuable records and papers. It is one of the finest buildings of the kind in the State, and the judges of the different courts give it precedence in point of beauty, convenience, etc. over all they visit...

In rear [sic] of the Court House, until recently, stood the old stone jail, built in 1820, and the House of Correction, built in 1852. The jail had long been condemned by the humanitarian progress of the age, and its thick walled dungeons were used only for storage purposes, while the offenders against law were confined in the more modern structure, considered at the time of its erection, a model institution. Here, on the right, Russell Street opens, running up over the hill to Summer Street. At the farther side of the little park in front of the Court House, we cross South Russell Street; opposite Court Square, Brewster Street, opens down to the harbor.

Court House Square had previously been town land referred to as the "Great Gutter" (indicating a ravine or washed out area) and later as the "Framing Green" where house frames were fitted and assembled before they were taken to the lots where they were erected. It was also the site of the Town Pound for errant livestock in the 17th and early 18th centuries. On the southeast corner of Brewster St., across from the 1886 Methodist Church, is the Old Colony Club house, which was bought and refurbished in the spring of 1893. The story of this purchase and a short history of the Club will be found following p. 58.



A. PILGRIM HALL

75 Court St., looking east. The portico and pediment (with "Landing of the Pilgrims" demi-relief) was constructed of wood at this time, made to look like stone. Note absence of north Library wing (1904) and fenced enclosure where Plymouth Rock rested until 1880.

B. 1820 Plymouth Court House

Court St., looking west. Note two-toned painted exterior and houses on South Russell St., at left.

Passing along Court Street a little further we come to its intersection with Shirley Square. On the corner is the power newspaper and job printing office of Avery & Doten, publishers of "*THE OLD COLONY MEMORIAL*," the old newspaper of the town, founded in 1822, the leading journal of the county, with an extensive and influential circulation. Their office, in point of completeness and capacity for all kinds of work, of which they do a large amount, will compare favorably with any, except the largest, in the large cities. As we turn towards the water, on the opposite corner is a building now devoted to business purposes, but which was once one of the aristocratic mansions of the town. It is among the oldest in the place. We are not able to state by whom it was built, but several years before it was owned and occupied as a residence by General John Winslow. After him, and during the Revolutionary war, it was owned by General James Warren, and was the centre of the patriotic movement of the town. The custom house and post-office were there in the early days of the country, but, on account of age and the increasing business of the town, it was remodeled some years ago for its present purposes.

The Howland Block (most recently the *Empire Clothing*) at the corner of North and Court Streets, where the *Old Colony Memorial* was published from 1863 to 1902, was built in 1892, replacing an earlier structure dating from 1809. The James and Mercy Otis Warren House (built by Gen. John Winslow of "Evangeline" fame in 1730) on the opposite corner still exists, having undergone a number of adaptations and renovations such as the loss of its chimneys. It was refitted with small windows and stained brown to suggest its earlier incarnation in 1975.

We now keep on through Main Street. The Central House faces the square, and at the foot of North Street, on Cole's Hill, is the Plymouth Rock House.

The Central House (56 Main St., now part of *Puritan Clothing*), whose oldest part dated back to the 1690s, had been a "Public House" or inn since about 1821 when it became Ballard's Saloon. It was later called the Central House, and after the turn of the century became the Plymouth Tavern. The Plymouth Wax Museum occupies the site of the Plymouth Rock House on Cole's Hill, which was a popular hotel until about 1959, when it briefly became a boy's school called the Plimoth Academy.

Next the Central House, the large brick building is Davis Building, erected in 1854; the lower part has stores and above are various offices. In the upper part is a small public hall, and in the rear is a large hall, with dining and ante-rooms for large audiences.

A. OLD WARREN HOUSE

67 Main St., on the corner of North St. Now the Sandwich and Deli Shop.

B. PLYMOUTH FIRE DEPT.

51 Main St. Now the Station One + 1 Restaurant.

The Davis Opera House, enlarged by Charles G. Davis in 1869, was a popular place for shows and public entertainments. The Old Colony Club leased three rooms here from 1877 to 1888. Charles A. Smith's News Store, founded in 1858 and now on the east side of Main St., was in the Davis Building in 1893. Davis Hall was destroyed by fire on Aug. 8, 1908. Woolworth's had a store on this site (46 Main St.) for many years in the building now housing the new Main Street Gallery.

Next beyond this is the Bank building, erected in 1841, in which are the Plymouth National and Five Cents Savings Banks. The Plymouth Savings Bank owns the fine new building for banking and other purposes, built in 1888, on the next lot South. The lower floor is occupied by the Savings Bank and the Old Colony National Bank, while on the second floor is the Plymouth Public Library, and the Old Colony Club rooms, conveniently furnished. The third floor is occupied by the Black and White Club, a cosy little family of home artists; and on the same level is the hall of Plymouth Bay Lodge Knights of Honor, which also accommodates several other local organizations of a charitable and beneficial character.

The Plymouth National Bank moved out of The Bank Building at 44 Main St. to a new building just north of the old Central House at 58 Main St. (now also part of the Puritan Clothing building) in 1930. The Old Colony National bank was consolidated into the Plymouth National in 1934. The Plymouth Five Cents Savings Bank remained at this address until it moved into greatly enlarged quarters on the site of the Railway Station (and after 1961 the A&P supermarket) in 1978. The Plymouth Public Library, founded in 1856 and reorganized into a new corporation in 1880, had a peripatetic existence, moving among Pilgrim Hall, the Bank, the Drew Building and the Town Hall, until the Russell Building was opened on North Street in 1902. The Plymouth Savings Bank still occupies the same building at 36 Main St. as it did in 1893, although the structure was remodeled in 1952, when the third floor was removed. The Old Colony Club had rooms in the Plymouth Savings Bank Building from May, 1888, until the new Clubhouse was ready in May, 1893.

Next [on the east side of Main St., south of the Dodge Building, enlarged in 1892 and where Smith's News Store is today, we come to] a fine new brick building, erected in 1878, for the accommodation of the two steam engines of the town, with rooms overhead for the use of the companies. The first of these engines was bought in 1870, the second one in 1874. Middle Street, of which Masonic Building is the corner, leads to Cole's Hill. The Masonic Building, built in 1847,[...] was purchased in 1869 by Plymouth Lodge, A.F.& A.M., and fitted up by them for their present purposes.

Union Hall, built after the old Pilgrim House hotel burned in 1846, was used by the Standish Guards (Plymouth's own militia company from 1818

A. OLD WINSLOW HOUSE

Winslow St., looking northeast from North St. before the renovations by Chandler. Now the headquarters of the General Society of Mayflower Descendants.

B. THE BILLINGS PLYMOUTH ROCK CANOPY & WHARVES

Looking south towards Cole's Hill. The old Plymouth Yacht Club is in the left foreground, on Long Wharf, where the post-1921 filled land and the Plimoth Plantation shops are now.

to 1883, which later became Company D of the 5th Mass. Infantry) until the Armory on Town Brook was built in 1884, and the Freemasons bought the building. The Plymouth Lodge, A.F.& A.M., was instituted on Sept. 14, 1825, and the Samoset Chapter, R.A.M., Dec. 8, 1868.

[On Cole's Hill, looking left] we see North Street, leading [from Main Street] to the water. Winslow Street winds northward, and on it we see an old mansion, partially hidden by the noble old trees. This house was built by Edward Winslow, brother to General John Winslow, some time before the Revolution. He had the frame got out of England and brought over for this purpose. The trees in front were planted by his daughter about 1760.

The Winslow house (1754), now the headquarters of the General Society of Mayflower Descendants, underwent an elaborate "restoration" for C. L. Willoughby in 1898 by Joseph Everett Chandler, which transformed the rather plain old mansion into the Colonial Revival masterpiece it is today.

Descending the hill, at our right, a short distance, we see a beautiful and artistic structure of granite in the shape of a canopy, supported on four columns, and under this is the Rock, now world famous..

The old Billings canopy over Plymouth Rock was a companion work to Forefathers' Monument. Begun in 1859, the canopy was erected over the lower half of the Rock which had remained in its original position when the upper half had been removed to Town Square by Col. Theophilus Cotton in 1774. The upper half was then removed to a fenced enclosure in front of Pilgrim Hall on July 4, 1834, and finally reunited with its other part on September 27, 1880. It was when the upper half was put under the canopy that "1620," (which had been previously painted on) was carved into it. The present peristyle, designed by McKim, Mead and White and built by Roy B. Beattie of Fall River, was donated by the National Society of Colonial Dames for the Pilgrim Tercentenary in 1921. When the Billings canopy was demolished, a box containing Pilgrim bones discovered on Cole's Hill at different times during the 19th century was removed from its upper portion. They were reverently re-interred in the elegant granite sarcophagus at the foot of Middle St. on Cole's Hill.

The side of [Cole's Hill] facing the Rock was formerly covered with old and unsightly buildings, as for many years the part of the town near the water was a favorite place for building. Some years ago the Pilgrim Society began to purchase these lots and tear down the buildings, until now the whole face of the hill to Middle Street is graded and grassed over, presenting a fine, green slope, and adding very much to the beauty of the locality.

Cole's Hill received its name from the Cole family, which owned the greater part of the southern and eastern sides of the hill in the 17th century. As W.T. Davis notes, the entire face of the hill was occupied by buildings

A. THE OLD CURIOSITY SHOP.

Water St., looking southwest Now part of the extended Cole's Hill bank. The steeple of the Universalist Church on Cole's Hill can be seen in the background.

B. CORNER OF LEYDEN AND WATER STS.

Looking north along Water St. towards Plymouth Rock (not visible) from the foot of Leyden St.

until 1856 when eight buildings from North St. to the steps at the foot of Middle St. were removed by the Pilgrim Society and the graded grassy bank with its stone steps installed. The remaining eight buildings to the corner of Leyden St. remained dug into hill until the Pilgrim Society, with funds received from a generous bequest of J. Henry Stickney of Baltimore, purchased them and extended the bank across the entire face of Cole's Hill. Among the latter buildings, which were still occupied in 1893, was the "Old Curiosity Shop," a well-known antique shop owned by Winslow Brewster Standish, a blacksmith shop and several dwellings.

Walking around the brow of the hill, through Carver Street, we pass the Universalist Church, erected in 1826, on the spot where stood the ancient Allyne House, one of the last of its architecture to disappear in the Colony.

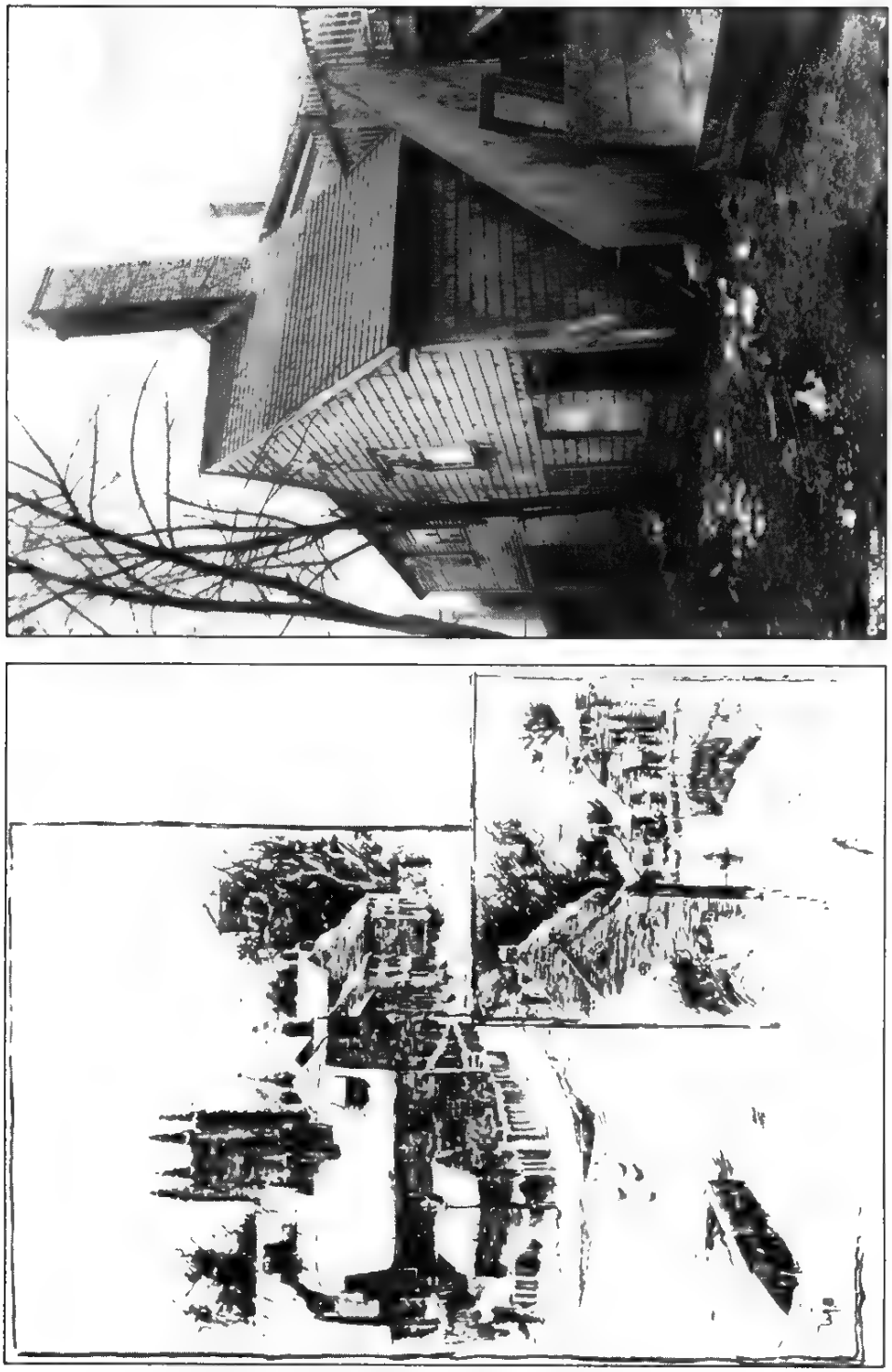
The rather unfairly named Allyne house, which was pictured in the town's first guide book, W.S. Russell's *Guide To Plymouth and Recollections of the Pilgrims* (1846), was built in the 1630s by Robert Hickes, a fellmonger (dealer in hides) from Southwark, Surrey, who came to Plymouth in 1623. The house was briefly occupied (but never owned) by Joseph Allyne at the turn of the 18th century, yet because of his distinguished family the house came to bear his name rather than that of the builder Hickes or of the Rickard family who lived there both before and after the Allynes.

Now we come to Leyden Street. Walking up the street we pass on our left the church of the Baptist Society, built in 1865, to replace their old house of worship on Spring Street, burned in 1861. The rear portion of the building on the lower corner of Main and Leyden Streets, Weston's express office, is very ancient; there is good reason to suppose that it formerly was a blacksmith's shop, that in 1690 was the only building on the square bounded by Main, Middle and Leyden Streets, and the alley.

The Baptist Church housed the town clock until it was demolished and this duty devolved on its successor, the Post Office. Before the construction of the Main Street Extension in 1907-08, the lot just west of the church was occupied by the old Plimpton House (and the "Brewster Spring"), which housed the *Old Colony Memorial* offices in 1893. An alley beside the Plimpton House (also known as the Lyceum Hall) led to the Standish Guards' Armory.

The blacksmith shop was built by Ephraim Cole, by tradition in 1684, where the rear of the building (for years Jordan's Hardware) on the northeast corner of Main and Leyden Streets is today.

We now enter Town Square, shaded by its noble elms, planted in 1784. On the corner of Main Street is a large building, built in 1876 by Mayflower Lodge I.O.O.F. The ground floor is used for



A. MARKET AND MILL STS.

The larger scene looks northwest from Market St. towards the old Gothic Unitarian Church. The smaller scene looks west up Mill St. towards Summer St., from the corner shown in the foreground of the other picture.

B. THE EPHRAIM COLE BLACKSMITH

Looking southwest towards Leyden St. (note the corner of the Baptist Church at the extreme left). Now the rear of the building on the northeast corner of Main and Leyden Sts.

the post-office and a number of handsome stores, and in the second story is a very fine public hall with dining and ante-rooms, and a lodge room of the order, very elegantly fitted out and furnished, with necessary ante-rooms. This building covers the spot on which stood the house of William Bradford, so many years the Pilgrim Governor.

The elms which once dominated Town Square were planted by Thomas Davis, who brought them from Portsmouth, N.H. The most important of these was the "Town Tree," the official place for posting announcements and news. This tree was on the lower end of the north side of the Square, and blew down on December 26, 1885, killing a woman. Announcements were then put on the tree outside of the Town House. The Odd Fellows Hall, built in 1877 with a capacity for 800 people, burned down on January 9, 1904. Capt. James T. Eddy was killed in the fire, becoming the first fireman to die in the line of duty in Plymouth history.

Above this is the Congregationalist "Church of the Pilgrimage," built in 1840, standing, it is believed, on the exact locality of the first meetinghouse.

Besides the Congregational Church and the Town House, the other surviving Town Square building from this period is the "Old Chapel," which today is the Brewster Chapel at the westerly end of the First Parish Church Parish House. The building originally stood just west of the Church of the Pilgrimage, on the corner of School St. It was moved across the Square in 1877 (to allow the Congregational Church itself to be moved 20 feet to the west and raised 9 feet to its current position) to a position about where the current Church of the Pilgrimage Parish Center is. It was moved again to its present location and united with a house removed from #67/69 Summer St. during the Plymouth Redevelopment Project in the 1960s.

Opposite is an old building, now the Town House. This was built in 1749 as a Court House, the town contributing a part of the cost for the privilege of using it. When the new Court House was built in 1820, the building was purchased by the town. The entrance to it, for some years after it was built, was from the east end by a broad flight of steps. About 1787 these were taken away, and the entrance fixed as at present, to make a market in the basement, which was kept as a town market for many years.

Once the court moved the building became the "Town House" and was occupied by the town offices until 1953. It become a museum through the efforts of a local historian, the late Allen D. Russell, and a committee headed by John P. Ryan. The "1749 Courthouse" opened to the public after considerable restoration in 1970. Plymouth's oldest fire engine, the "Torrent" is in the basement today just as it was in 1893, although it is no longer in active service.

A. THE INTERSECTION OF MAIN AND LEYDEN STS.
Main St., Looking southeast from in front of the I.O.O.F. building (now site of the C.V.S. Pharmacy). The Baptist Church is now the site of the Old Post Office, while Lyceum Hall (Old Colony Memorial office) is now the entrance of Main St. Extension. Note the arch leading to the Standish Guards Armory at the extreme right.

B. THE ODD FELLOWS' BUILDING FIRE, JAN. 9, 1904.
Main St., looking west. Now the site of the C.V.S. Pharmacy.

At the head of the square is the church of the First Parish, the original church of the Pilgrims. It is now of the Unitarian denomination. The present church, an imitation of the Gothic, was built in 1830...

After the 1831 Gothic wooden Unitarian church was lost to fire in 1892, a Building Committee was formed to direct the effort to build a new structure. This included the recasting of the "Town Bell", originally cast by Paul Revere in 1801, which hung in the church. The old curfew, which signaled the time to bank fires and turn down lights, bedtime for children, the end of meetings and sent Plymoutheans who were out late scurrying home from whatever business they were about, was rung at 9 o'clock with this bell. It was replaced in the new church and was rung at 6:00 A.M. (7:00 in the winter), 9:00, noon, 1:00 P.M., 6:00 and at 9:00 each day (save weekends) into living memory.

In June of 1893, a parish meeting chose a new design to be built in stone "of the English-Norman type" by the Boston architectural firm of Hartwell, Richardson and Driver. Because of the historical importance of the First Parish church, the project drew widespread support of many religious and patriotic societies throughout America, which donated the memorial stained glass windows and other elements of the construction. The cornerstone of the present church was laid on June 29, 1896, and the dedication took place on Forefathers' Day, 1899.

The Town of Plymouth gave its support by holding a fund raising "Historical Festival" in the summers of 1896 and 1897. This included in 1897 an exhibit of Plymouth antiques (admission 15 cents) at the Winslow House on Winslow St., (now the Mayflower Society House) which was then owned by Miss Rose Briggs' father, George Russell Briggs, and a historical pageant (modified from the preceding year) written and directed by Margaret MacLaren Eager. It was one of the first of many such celebrations held throughout America in the period, and which prefigured the more famous Pilgrim Tercentenary of 1921. The pageant was composed of a series of historical scenes illustrating the story of the Pilgrims and subsequent Plymouth history. These included "Boston, England," "Holland," "The Voyage of the Pilgrims," "Southampton, England," "The Signing of the Compact," "Indian Home Life," "The Treaty with Massasoit," "A Service in the Old Fort," "The Courtship of Myles Standish," "Wedding of Francis LeBaron," "Wedding of Gen. James Warren and Mercy Otis," "A Tea Party of 1760," "A Scene from the Revolution," and "The Flag Dance." The pageant ended with a children's performance, "The First Spring," in which Plymouth children portrayed both the younger Pilgrims, bees and all of the wild flowers of the local countryside, "The Indian Scene" and "The Dance of the Little Sailors."

Beyond and above stretches the verdant slope [of Burial Hill], consecrated from the earliest years of the colony as a place of sepulture. Under the hill runs the brook, not as then in its virgin freedom, but "vexed in all its seaward course with bridges, dams and mills," its every drop is made subservient to the uses of men.

A. OLD TOWN SQUARE

Town Square, looking west toward the wooden Gothic First Parish Church. The original Town Tree is the second from the right, in front of the Major William Bradford House.

B. FIRST PARISH (UNITARIAN) FIRE SITE

Town Square 1893 after the destruction of the First Parish Church. Note the I.O.O.F. building at the right, the entrance to Burial Hill before installation of steps, and the new Town Tree at the left.

A. The Town House

Town Square, looking south. Now the 1749 Court House Museum.

B. High St., West End

Looking east from Russell St. The Rider Home at the left alone survives.

A. MARKET ST. FROM FIRST PARISH CHURCH TOWER

Looking south from Town Square, before the construction of Main St. Extension Bridge. Sandwich St. is at the left and Pleasant St. at the right.

B. THE POORHOUSE

Looking southeast across Poorhouse (Alms' House) Pond. Now the site of the wooden bridge crossing "Jenney Pond" to the parking lot where the Poorhouse was.

Town Brook was divided into a series of "mill privileges" or ceded rights to use the town's waterpower. The first of these was nearest Billington Sea, where the old Holmes' dam remains on the road to Morton Park. According to W.T. Davis, this was the site of the "pounding mill" for grain built by Samuel Deane before 1633, when he moved to the site where the "Jenney Mill" re-creation is today. The abandoned dam was built by William Holmes in about 1797, but was never used for power due to lawsuits from the owners of the lower privileges.

The second Privilege, where Plymco Millwork is today, was the site of a number of concerns before 1893, when it became the Standish Mills Co. and began the manufacture of worsted, and, according to our *Guide*, flannel cloth. The next two privileges were bought by the Plymouth Mills company in 1854 and were used in 1893 for the manufacture of rivets and machine parts. The upper Plymouth Mills privilege was where the road crosses the brook to the "Off Billington" houses on the south bank of the brook, and the lower (which was most recently the Ellis Curtain factory until the concern moved to North Plymouth and the building burned) where there is a sandy area over a conduit that carries the brook beneath the ground. The fifth privilege was the Robinson Iron Works at the corner of Summer and Newfield Sts. [now a playground] in 1893, and the sixth was the Loring and Parks Tack factory, where the Jenney Mill is now (see below).

Crossing Leyden Street, we come into Market Street. Passing down Market Street, on the right High Street runs over the hill to Summer Street, which is the next street on the right, and follows the course of the brook, and which is the road to the different manufacturies on the stream.

This area's 1893 appearance has become very difficult to visualize since the urban renewal project in the 1960s completely changed the topography of the area. High Street, which ran parallel between Summer St. on the south and Church St. on the north, was opened between Russell St. (the Ryder Home, on the northeast corner, remains to mark the site) and Market St. (about where the grassy balk between the town parking lot and the John Carver motel is today) in 1794 by Dr. James Thatcher and Joshua Thomas. The John Carver Inn lot alone displaced 40 buildings, the oldest dating from the 17th century. With lower Summer St., Spring St. (today a paved path at the westerly end of the motel property), Edes St. and Vacant Lane (the two ends of a L-shaped way between Summer St. and Russell St.), the High St. area went from being a solid middle-class residential neighborhood in the 1890s to a slum by the 1940s. Once a residential neighborhood of Plymouth's leading citizens, the High St. area was left behind by the introduction of modern transportation and suburban development.

At its mouth is the large sawing, planing and box mill of E. & J.C. Barnes.

The Barnes factory, which was known for its barrel staves and boxes, was begun in 1864. It had earlier been the site of the Robbins Cordage

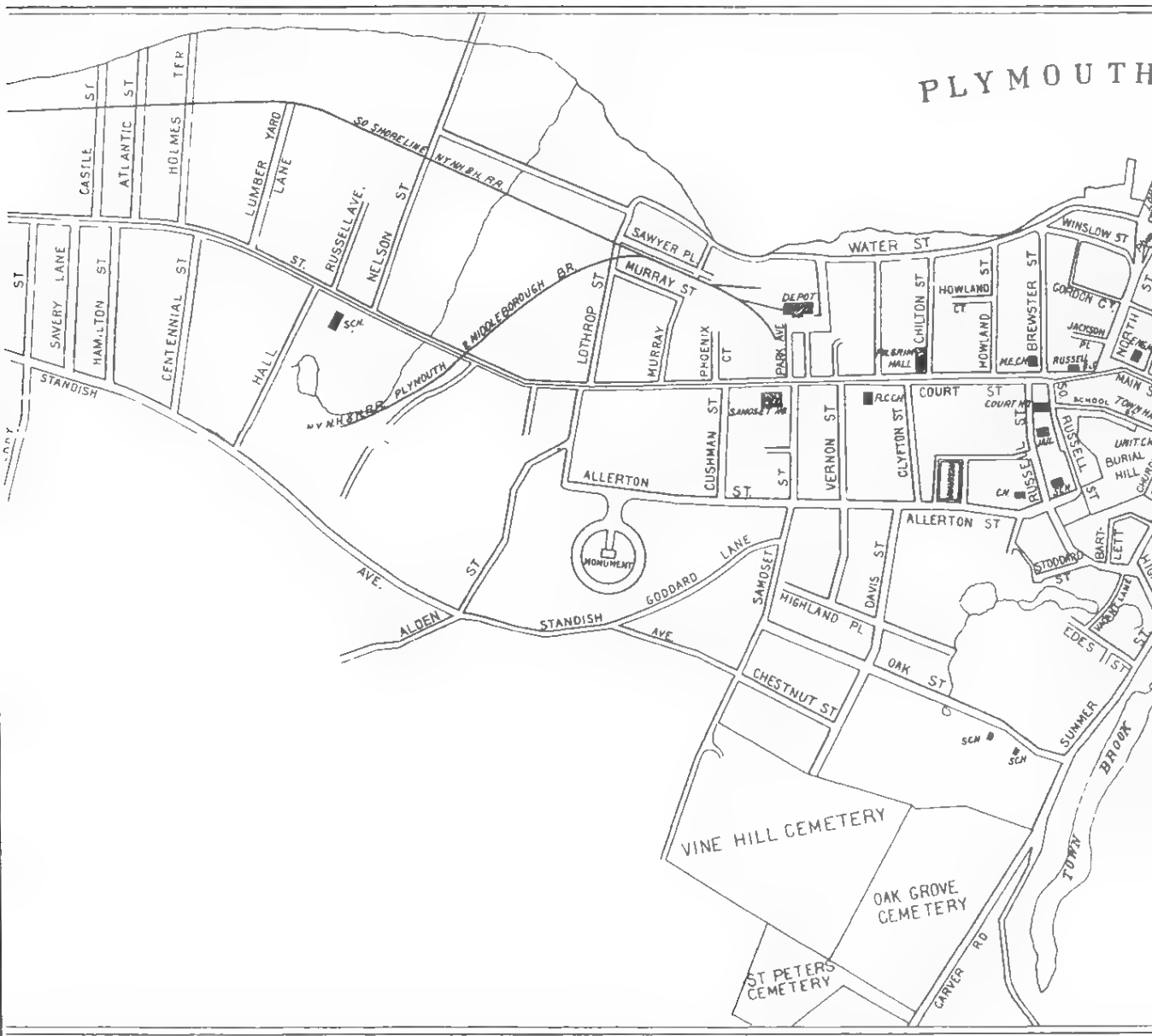
A. PLYMOUTH FOUNDRY CO.

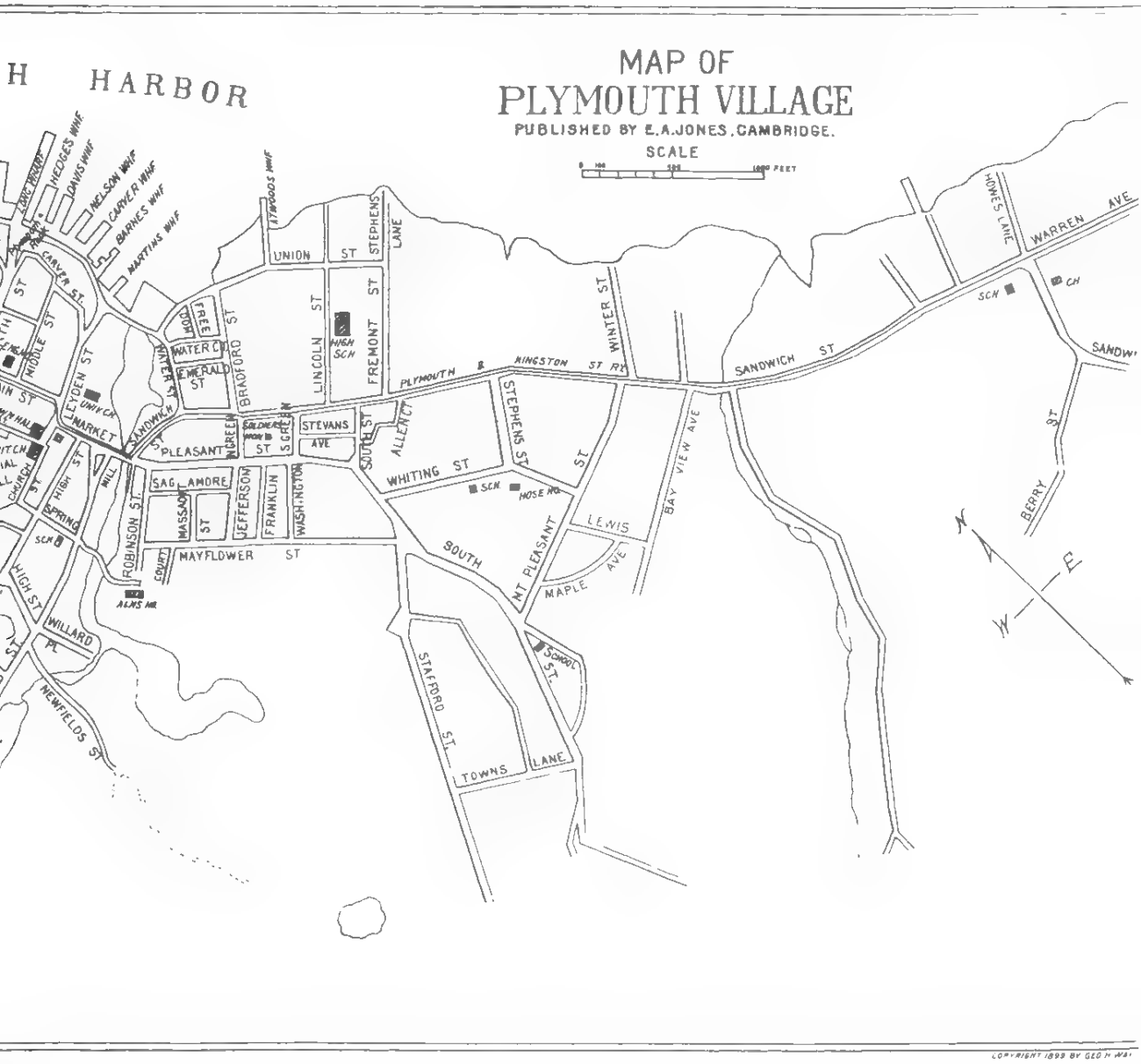
Water St. at mouth of Town Brook. Now Plymouth Marine, with foreground filled in to form Brewster Gardens.

B. ROPEWALK POND, TOWN BROOK ESTUARY

Looking west from Water St. Bridge to Market St. Bridge before construction of Main St. Extension or Brewster Gardens. The houses at the left face onto Sandwich St. (now a grassy bank across from Friendly's Restaurant). The large brick building is the Standish Guards Armory, and the E. & J.C. Barnes' millwork shop is at the extreme right.

A Map of Plymouth


PLYMOUTH
CASILE ST
ATLANTIC ST
HOLMES TER
LUMBER YARD
LANE
SO SHORE LINE N.Y.N.H.&H.R.R.
SAVERY LANE
HAMILTON ST
CENTENNIAL ST
HALL
RUSSELL AVE.
NELSON ST
SCH.
MIDDLEBOROUGH BR.
N.Y.N.H.&H.R.R. PLYMOUTH
STANDISH
SAWYER PL
MURRAY ST
LOTHROP ST
MURRAY
PHOENIX CT
DEPOT
PARK AVE
WATER ST
WINSLOW ST
CHILTON ST
HOWLAND CT
HOWLAND ST
BREWSTER ST
GORDON CT
JACKSON PL
RUSSELL PL
NORTH ST
MAIN ST
COURT ST
COURT HO
SCHOOL
TOWN HALL
RUSSELL ST
UNITARIAN BURIAL HILL
CUSHMAN ST
SAMOSET AV
VERNON ST
CLYFTON ST
R.C.CH
ALLERTON
ALLERTON ST
STODDARD ST
BARTLETT
MONUMENT
GODDARD LANE
SAMOSET
DAVIS ST
HIGHLAND PL
ALDEN
AVE.
STANDISH AVE
CHESTNUT ST
OAK ST
EDES ST
SUMMER
TOWN BROOK
VINE HILL CEMETERY
OAK GROVE CEMETERY
ST PETERS CEMETERY
CARVER RD



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BURYING HILL, PLYMOUTH.

A. Standish Mills

The Standish Worsted Mills, Town Brook, looking southeast from the hill across Billington St. A surviving segment (the last of any of the Town Brook mills) is now the Plymco Millwork factory. Billington St.

B. Plymouth Upper Mills

Plymouth Mills Upper Works, looking southwest from the hill across Billington St.

C. Plymouth Lower Mills

Plymouth Mills, Lower Works, looking southeast from the hill across Billington St. The covered wooden bridge built by the Plymouth Boy Scouts, where the water main from Billington Sea crosses the Brook, is today just beyond the building to the right.

D. Loring and Parks Tack Factory

The Loring and Parks Tack and Rivet Works, looking south from the rear of a house at the corner of Summer St. and Spring Lane. Now the site of the Jenney Grist Mill re-creation.

A. THE ROBINSON IRON WORKS.

Summer and Newfields St., looking north from Cannon Hill (where the Newfields' Nursing Home is today) across Summer and Edes Sts., towards Davis St. on horizon. Now the site of the Summer St. Playground.

B. ROBINSON IRON WORKS DAM BREAK

Looking northwest towards Summer St., showing the damage to the disused factory after the dam broke in 1907.

Co. (founded 1817 on the site of a still earlier cordage works), which in 1850 was almost as productive as the Plymouth Cordage Co. The Robbins ropewalk extended from where the Jenney Mill is today to the entrance of Brewster Gardens near mouth of Town Brook, and was responsible for the name "Ropewalk Pond" for the tidal pond where the Gardens are now. It suffered several damaging fires; in 1843 when it burned from the mouth of the Brook to Market St. bridge, and again in 1847.

West of the box mill, where the brick Emond Building is now, was the Standish Guards' Armory. Erected in 1884, it was also known as the "Rink" and the "Casino", and was a favorite place for public entertainments until it was demolished to make way for the Main St. Extension about 1912.

At the stone bridge, a little farther up, which spans the place where Massasoit crossed the stream, is a grist mill, and the works of the Bradford Bedstead Joint Co.

The Bedstead Joint Company was located on the south side of the brook, across from the steep grassy bank which is now below the John Carver Inn. This bank was once the location of Mill Street and the town's last gristmill. The metal bedstead joint for wooden beds invented by Lewis Bradford in 1870 had a national market in 1893, but was eventually rendered obsolete by metal frame beds and the company went out of business in 1910.

Above these are the extensive Tack and Rivet Works of Loring and Parks. Then comes the Rolling Mills and Nail Works of the Robinson Iron Co. Still beyond are the works of the Plymouth Mills Rivet Co. On the next privilege is the machine shop of this company.

The Loring works occupied the site where the Jenney Grist Mill and the Run Of The Mill Restaurant are today. Founded in 1863, it combined with 4 other regional tack factories in 1891 to form the Atlas Tack Co., which was responsible for over half of all the tacks made in America. Unfortunately the Plymouth branch, as so often occurred with Plymouth companies who got entangled with national concerns, shut down in 1903.

The factory was taken over in 1905 by the Bradford, Kyle insulated electrical wire company, which had been started near the railroad yard in 1885. It was demolished in the 1960s. The Robinson Iron Works was where the playground on the corner of Summer and Newfield Streets is now. It succeeded the Nathaniel Russell Co. which had moved to Eel River by 1866, and made both nails and iron plate. The Robinson Co. was in trouble by 1884, when it had to cut wages, which precipitated its first strike. It ceased production of nails in 1890, and plate in 1897. Some of the buildings burned in 1900, and the remainder were destroyed when the dam holding the Mill Pond broke in September, 1907, sweeping the debris (and topsoil) in its wake down the brook. The mills further up the brook have already been described.

A. CORNER OF SANDWICH AND WATER STS.
Looking north towards future entrance of Main St. extension. The Reliable Cleaners' parking lot is today just behind the surveyor at the right.

B. THE SOLDIERS' MONUMENT AND OLD PLYMOUTH HIGH SCHOOL
Looking west across the Green towards Pleasant St. and the foot of Franklin St.

above these are the factories of the Standish Flannel Mills, being the last manufacturing buildings on the stream.

Descending the hill, at the foot of Market Street we find ourselves at a fork of the roads. The street leading up the hill is Pleasant Street. Leading up on Watson's Hill, where Massasoit's Indian warriors first appeared to the Pilgrims, from Pleasant Street, are Robinson, Jefferson, Franklin, and Washington Streets. Mayflower Street runs over the hill from Robinson Street to South Street, which is a continuation of Pleasant Street.

Taking the street at our left, at the foot of Market Street, which is Sandwich Street, we come to where Water Street intersects it. Just below here are the works of the Plymouth Foundry Company, established in 1866.

The Plymouth Foundry at the mouth of Town Brook was located where Plymouth Marine, Inc. is today. It was built in 1866 on the site on an earlier foundry which had burned, and was out of business in 1935. An ad in the 1893 Plymouth Directory announced that the Foundry manufactured Royal ranges and parlour stoves, with five lines of the former incorporating 1,080 (!) different designs and six lines of parlour heaters. A very attractive stove with panels representing Pilgrim scenes was among the designs available.

Ascending the hill, we come to the Training Green, laid out as a drill and parade ground. The Soldier's Monument is in the middle of the Green. North Green and Green Streets connect with Pleasant Street; opposite North Green Street, Bradford Street leads to the water. Along shore in the direction of Sandwich Street, Union Street extends from Water to Fremont Street.

Unlike many New England towns, the Town Center has a market square after the European model, while the town green is off on "T'other Side" of the Brook as rather an afterthought. It had been part of the Common Lands of the colony, and was referred to at an early date as the "Training Green," where the militia practiced,. It was used by the inhabitants without any special notice by the town until 1711, when the area was set aside for public use. In 1853 an impressive commemoration of the Pilgrims' Departure from Delftshaven was held on August 1st, and a large tent or pavilion was erected on the Training Green which held 2,500 people for dinner and speeches following a parade through the town. The monument to the Civil War soldiers was erected on August 9, 1869.

Passing the large factory of the Plymouth Straw Works a little farther southward we come to a district of the town, known from early times as Hob's Hole. On the left, in the meadows, the visitor will see an inlet affording a harbor for boats. This is the Hole; and as Hobomock, the faithful Indian friend of the Pilgrims, had

A. MANTER AND BLACKMER HAMMER FACTORY

Sandwich St., looking northeast from near the entrance to Nook Road. Now the site of the brick pumping station next to Hob's Hole Brook as it passes under Sandwich St.

B. BARTLETT'S GENERAL STORE, 1892

Sandwich St. at Jabez Corner, looking west towards what is now a brick wall of Christie's Market. L. to R.: Capt. Ben Sears, Capt. Wellington Lamberton, Lionel Churchill, Guy Cooper, Lemuel Howland, Ansel Bartlett (owner of the store), Sam B. Holmes. Ansel's nephew, Guy Cooper, inherited the store in 1903. The Wellingsley school is at the left.

land assigned him not far away, it is possible that this Hole was his land, and that Hob's is but a natural contraction for Hobomock. For another and more probable derivation of the name, our readers are referred to Davis' *Ancient Landmarks of Plymouth*, in which may be found also a history of the various lots of land in the town, with a statement of their owners and occupants from the original grantees to the present time. Beyond this is another district, known and alluded to in the earliest records as Wellingsley. No clue to the origin of this name has ever been found. In this section are found some of the oldest houses in the town; but they have been repaired and modernized so that they do not have that appearance at the present. Old people, now living, can remember when several of them had the ovens and chimneys built on the outside of the house, called "Dutch ovens," and used in the Netherlands and in places settled by people from those states, in this country. On one old house on the left hand side, just before ascending a hill, standing back from the road, the date of 1773 may be seen. This date marks the repairs of the house only, the original structure having been discovered by Mr. Davis to have been standing in 1665.

The straw hat factory and the Manter and Blackmer Hammer factory were on Wellingsley (or Hob's Hole) Brook, where it passes under Sandwich St. across from Nook Road today. The house referred to here was the Joseph Churchill farmhouse at 250 Sandwich St., which is today owned by the Creeden family. The Churchill Farm encompassed the area on both sides of Sandwich St. near Obery St., and extended down to the water. The old entrance to the farm followed the line of Warren Avenue, which opened as a public way between 1848 and 1850. "Jabez Corner" (pronounced "Jaybees") where Sandwich St. turns west along the old farm property was named for Jabez Churchill who owned the land where Christie's Market has its parking lot, and opened a small store there in the late 18th century. This store was later bought and enlarged by Harvey Bartlett, and it passed to his son Ansel, his grand-nephew Guy W. Cooper, Angelo Barbieri and his sons before becoming the nucleus of Christies's Market. The Churchill lot became the site of the Wellingsley school, which was later moved behind Bradford's Liquor store where it remains today.

Other houses built before 1700 are the following: *The Leach House*, at the Northeast corner of Summer and Spring Streets, though it has been added to at various times, was originally built in or about 1679. It was built by George Bonum, and sold in that year to Robert Barrows.

The Leach House was unfortunately destroyed during the urban renewal of the High St. area in the mid-1960s. It stood on the northeast corner of Spring St. and Summer St., which is the southwestern corner of the John Carver Inn parking lot today.

A. THE LEACH (BONUM) HOUSE

Corner of Summer and Spring Sts., looking northeast. Now the west corner of John Carver Inn parking lot.

B. SHURTLEFF HOUSE

Market St., looking southeast from in front of the Town House (1749 Court House). The Shurtleff house is the second on the right. The church is the Robinson Methodist meetinghouse, on the corner of Robinson St.

The Shurtleff House, which until recently stood at the corner of Leyden and Market Streets, though enlarged from time to time, was built by William Shurtleff before 1698. In 1883 it was moved from the corner to where it now stands on Market Street, adjoining the Drew Block, and the corner of the lot was cut off.

The Shurtleff House was demolished at some time before World War II. It was unremarkable except for its age, as can be seen in the picture of "Market St. Looking South" where it is the shop on the left, behind the wagon.

The Cole Blacksmith Shop, around which the building occupied and owned by Harvey W. Weston, expressman, on the corner of Leyden and Main Streets, has been built, was conveyed, with an acre of land, in 1684, by James Cole to his son Ephraim. The shop may be distinctly seen by passing through the express office, exhibiting the timbers and clapboards of the period.

The blacksmith shop was destroyed by fire on April 16, 1913, and the site incorporated in the present structure facing on Main St., which was for many years Jordan's Hardware.

The Howland House, on Sandwich Street, contains within its ample proportions, additions to which mark different periods, the small old house built by Jacob Mitchell about 1666, was sold by him to Jabez Howland. John Howland, one of the Mayflower's passengers, was the father of Jabez, and as he lived a number of years, while his son was an occupant of this house, it is probable that he was many times a visitor within its walls. The southeast corner room in the lower story was included within the limits of the old house.

The Howland House was the first of Plymouth's old houses to be secured for the future through the foresight of the Howland Society. It was purchased by the Society in 1912 after which it was repaired and opened to the public. It was restored to an antique condition by Sydney and Charles Strickland in 1940 - 41.

The William Harlow House, on Sandwich Street, next south of Sears' wood yard, was built in 1678, partly of the material of the old fort on Burial Hill. The lot was granted by the town to William Harlow in 1665, and was described as "being a littl knowl or small parcel of land lying near his now dwelling house, on the westerly side of the road, to sett a new house upon." The house has been somewhat remodeled, but still contains the timbers taken from the fort at the close of King Philip's war.

The Harlow Old Fort House was purchased by the Plymouth Antiquarian Society in 1920 and restored by J. E. Chandler. It was opened to the

A. MORTON PARK

The Pitch Pines, Little Pond Grove, with Nathaniel Morton overlooking his beloved park, ca. 1904.

B. BOOT POND

Looking east from upper west corner of the "boot" towards the Point.

public in 1923, and is today the best example of a second period Plymouth Colony dwelling available for viewing.

The Crow House, in the north part of town, near the Cordage Factory, was built in 1664 by William Crow. It now stands entire, forming what is called the Thomas Jackson house, a little back from the road on its easterly side, after passing Seaside chapel. It is referred to in a deed of land from Francis Billington to William Crow, in 1664, in which the land is bounded by the estate on which Mr. Crow now lives.

The Crow House was located at 393 1/2 Court St, until March, 1993. It formed the decayed rear portion of the derelict Jackson house, which the town had to demolish.

Morton Park is a tract of nearly 200 acres of unsurpassed woodland, beautifully diversified, and lying along the shores of Billington Sea, a fine lake of fresh water. This park was in large part a gift to the town from Nathaniel Morton, Esq., a very public spirited citizen. Other gentlemen were associated with him to some extent in the gift, and the town added to the gift an adjoining tract which it owned, devoting the whole to park purposes in 1890. It is but about a mile from the centre of town, and is extremely attractive in the beauty of its natural scenery.

Plymouth was a pioneer in establishing parks for the public that were outside of the built-up central areas (as with New York's Central Park or Boston's "Emerald Necklace" by Frederick Law Olmstead, for whom Plymouth's Olmstead Terrace is named).

In the early 1880s, Nathaniel Morton was struck by the comparative decrease in natural scenery near Plymouth as he walked on the shore of Billington Sea. He conceived the idea of creating a park for Plymouth residents in those beautiful woods before the chance was lost forever. He approached the Town with the idea in 1886, but beyond securing the ratification of the 1881 Massachusetts Act authorizing towns to hold public park land, nothing was done.

The proposal caused some controversy. "The [May 17] debate made it clear that the people of Plymouth did not then understand the values of public parks. No large tracts of woodland or water had then been fenced off by private owners. Plymouth, its was argued, was for the most part woods; and the woods were open to all; there was no occasion for a park in the woods, and no sense in having one; the hills, valleys, which with the winding roads are among the principle charms of the Billington woods, must, it was argued, be leveled by digging and filling, at a cost of $500,000 to the town. Such arguments were sufficient to defeat the project at the time." (A.S. Burbank, *A Souvenir of Plymouth Parks*, 1901) It is interesting to see that the popular conception of a park was the ancient one of flat, orderly land on which Man had brought order to its wilderness state. Even today there are many people who see land only from a utilitarian point

A. BAND CONCERT AT THE HEAD OF PLYMOUTH BEACH

Warren Ave., looking south. The Hotel Pilgrim is on the crest of the hill at the right.

B. THE COLUMBUS PAVILION

Inner side of Plymouth Beach, looking northeast about opposite the turn of the channel. The wooden walk way led to the harbor pier where the steam launch brought passengers from town.

of view whereby the appropriate use of a park is exploitation by the greatest numbers possible even if this destroys the very character which attracted the crowds. These spiritual descendants of the earliest colonists would take the land from the conservationists for the same reason their predecessors took it away from the Indians.

Fortunately, Morton was not discouraged. He went on to buy a central portion of the Billington Sea property from Dr. LeBaron Russell. Several local men helped by improving the roads and paths and slowly the public came around. On April 8, 1889, Nathaniel Morton, George R. Briggs and Walter H. Sears were made Plymouth's first Park Commissioners. By 1900, the Town owned Forest Park, or as it came to be known, "Morton Park", which included 160 acres around Billington Sea and Little Billington, or "Little Pond" as well as the 308 watery acres of Billington Sea and the 40 acres of Little Pond; Beach park, which consisted of 1,400 feet of beach and the Bath House; the Training Green on Sandwich St.; Burton Park across from Mt. Pleasant School; and tiny Bates Park on the corner of Allerton and Vernon Streets, which had been given to the Town in 1856, but only became a park in 1892.

The town in April, 1892, took for park purposes also an unoccupied piece of land at the head of Plymouth Beach, and bordering on the open bay, which in time will be made into a pretty Marine park.

Plymouth Beach was a popular attraction in 1893. The Hotel Pilgrim above the beach and Franklin House at Manter's Point both catered to the summer seaside trade. It became even easier to go to the beach after streetcar service was extended there in 1893. Band concerts were played under a small shelter where the entrance to Beach Park is today, and a larger public shelter 60 feet long was built there in 1894.

In 1883, the Plymouth Beach Pavilion Association built a pavilion with facilities for dancing and dining on the inside of the beach opposite where the harbor channel turns west towards the town. A small harbor steamer, the *Columbia*, brought visitors from town to the pavilion's own pier for 50 cents. The Pavilion was bought by C. L. Willoughby of Chicago (who also owned and remodeled the Winslow House on Winslow St., now the headquarters of the National Society of Mayflower Descendants) in 1890, who then enlarged the building (as the "Columbus Pavilion") to offer rooms to overnight visitors. In 1893, Willoughby also built a number of cottages along the beach. With the exception of one cottage, the whole development was swept away in the Blizzard of November 28, 1898.

We have now shown visitors the principal places and objects of interest. If they have any reverence for the heroic souls who here sowed the seeds from which has sprung this great nation; if they are interested in the early history of their country, or are curious in matters genealogy [sic.] we trust that they have spent the time pleasantly and profitably. We would recommend them strongly, before they leave the town, to spend a day or two in exploring the

A. THE JABEZ CORNER CHOWDER CLUB, BOOT POND

The Burgess Farm, at the upper east corner of the "boot," was host to many local parties out enjoying the woods. This expedition, which included a number of Old Colony Club members, was organized by Ansel Bartlett (far right, with broom "baton"), owner of the store shown earlier.

B. SQUIRRELS' NEST, BOOT POND

Boot Pond, looking northwest, Guy W. Cooper and Samuel L. Gleason (seated). This cottage, built by five friends in 1893 typifies the retreat to nature so popular in the 1890s. Squirrels' Nest is today still about a third of the way down the east side of the pond.

great expanses of woods which afford beautiful drives, and are studded with a countless number of ponds, from those large enough to be dignified with the name of lake, to the little pondlet only large enough to be the home of the turtle and the frog, proffering to the followers of old Isaak Walton, splendid sport. That Plymouth does present more than the ordinary attractions as a quiet, recreative resort, is attested to by the sojourn here of thousands during the Summer months, and there are few who do not imbibe an attachment to the place, or fail to recognize the unpretending worth of its citizens who still preserve, in a marked degree, the characteristics of their Pilgrim ancestry.

Plymouth's miles of woods, ponds and beaches rivaled the historical attractions of the town. The traditional outdoor activities of hunting, fishing and boating were joined by clambakes, picnics and family outings before the Civil War. W. S. Russell's *Guide to Plymouth* (1846) extolls the beauties of Plymouth Beach and notes an increasing interest in the Billington Sea area by people who took pleasure in outdoor activities. Local residents and tourists alike enjoyed excursions around Plymouth harbor or to the many ponds south of town. A new fashionable interest in nature after 1880, which resulted in the founding of the Old Colony Natural History Society in January, 1893, spurred the construction of cottages and summer houses on ponds and seashore areas. *Sunday* outings, not long before an unthinkable time for activity by proper New Englanders, now included bird watching, picnics and the search for wild flowers.

A Plymouthean, as Marston Watson said in the *New England Magazine (Sept., 1889)*, counted himself unlucky unless he could return at least once a year and recreate himself in these lively woods and waters. Such attractions appealed to out-of-towners as well, which prompted wealthy families from Boston and beyond to establish summer residences along Warren Avenue, in Chiltonville and at Long Pond. This annual migration, which in many cases evolved to permanent residence, had almost as strong an influence on the town's character in the twentieth century as that of the mill workers to North Plymouth.

In conclusion, let us hope that our little book has served its purpose as an intelligent guide, and that the reader has been informed and gratified by its perusal.

The Old Colony Club would like to join the editor of the 1895 Guide to extend the same sentiments to our 1993 audience.

ALEXANDER SCAMMEL (1747 - 1781)

One of the original members of the Old Colony Club, Scammel was a Plymouth school teacher who became a Revolutionary War general and was killed at Yorktown. He also composed a Forefathers' Day song, "All Hail The Day", that was sung for many years at celebrations of the Pilgrim holiday.

A BRIEF HISTORY OF THE OLD COLONY CLUB OF PLYMOUTH

Founding of the Club

In January, 1769, a group of seven young Plymouth men; Isaac Lothrop, Pelham Winslow, Thomas Lothrop, Elkanah Cushman, John Thomas, Edward Winslow, Jr. and John Watson, met together to form a club, probably after the developing London model, which would avoid "...the many disadvantages and inconveniences that arise from intermixing with the company at the taverns in this town of Plymouth..." They then established the Old Colony Club, which met on a regular basis on Wednesday evenings.

In December of that year, they decided to hold their annual meeting on the anniversary of the December 11,1620, Landing on Plymouth Rock. This celebration, originally referred to as "Old Colony Day" and later as "Forefathers' Day," was first observed on December 22, 1769. It should be noted that the use of the term "Pilgrims" to refer to the Plymouth colonists had not yet come into use. They were still just the local "forefathers" of the little community rather than the symbolic progenitors of the whole nation.

The December 22nd date was chosen to adjust to the discrepancy between the Julian or Old Style and the Gregorian or New Style calendars. Both systems had been in use at the time of the Landing. While Catholic Europe had adopted the corrected Gregorian dates, the Protestant English ignored the change because of the religious and political ramifications of accepting the Catholic rectification. When England and the colonies finally did accept the new system in 1752, eleven days had to be added to make the adjustment. With this recent event in mind, the Old Colony Club converted the Landing anniversary to December 22.

Unfortunately to adjust a date for the early 17th century it was only necessary to add *ten* days, since the two calendars had not yet diverged by eleven days as they had in 1752. Whether it served any purpose to adjust the dates in this manner was not questioned, and a similar adjustment was made to Washington's Birthday, for example. This resulted in odd juxtapositions in later history books where the Forefathers would arrive at Cape Cod and sign the Compact on (Old Style) November 11, but make their famous Landing on (New Style) December 22, 1620!

"On the morning of the said day (Dec. 22, 1769), after discharging a cannon, was hoisted upon the hall [Old Colony Hall, which once stood on Market Street south of the 1749 Court House, was built by Club member John Thomas, and was the place of meeting for the Club] an elegant silk flag, with the following inscription, 'OLD COLONY, 1620'. At eleven o'clock, A. M. the members of the club appeared at the hall, and from thence proceeded to the house of Mr. Howland, inn-holder, which is erected on the spot where the first licensed house in the Old Colony formerly stood [now the site of Fleet Bank on North Street] , at half after two a decent repast was served, which consisted of the following dishes, viz.
1, a large baked Indian whortleberry pudding;
2, a dish of sauquetash,;
3, a dish of clams;
4, a dish of oysters and a dish of codfish;
5, a haunch of venison, roasted by the first Jack brought to the colony;
6, a dish of seafowl;
7, a dish of frost fish and eels;
8, an apple pie;
9, a course of cranberry tarts, and cheese made in the Old Colony."

This is the first account of the original Pilgrim holiday, which soon became known as "Forefathers' Day". By creating a specific anniversary for the landing of the shallop at Plymouth Rock (not the *Mayflower*, which only arrived in Plymouth harbor on December 16), the Club defined it as the pivotal event in the Forefathers' story, and provided a focus for much of the Pilgrim symbolism that was to follow.

The dinner itself incorporated a number of emblematic elements to emphasize the importance of the event. The food selected was intrinsically native and "...dressed in the plainest manner (all appearance of luxury and extravagance being avoided, in imitation of our ancestors, whose memory we shall ever respect.)" The president sat in a chair that had belonged to Governor William Bradford, and called for a dozen toasts to honor the memory of their ancestors, and to give assent to the need for liberty and prosperity. Among these were toasts to John Carver and the other governors; Nathaniel Morton, Secretary of Plymouth Col-

ony and, until his uncle William Bradford's manuscript Of Plymouth Plantation' was rediscovered in 1853, the author of the only available history of the colony; Myles Standish; Massasoit;, Deacon Robert Cushman; the union of the Old Colony and Massachusetts; the sentiments against arbitrary power; the downfall of those opposing civil and religious liberty; the deliverance of the colonies from oppression; a lasting union with Britain and prosperity to all the colonies. After the toasts, the evening was spent "recapitulating and conversing upon the many and various advantages of our forefathers in the first settlement of this country, and the growth and increase of the same, -- at eleven o'clock in the evening a cannon was again fired, three cheers given, and the club and company withdrew."

In 1770, Forefathers Day was celebrated on Monday, December 24, in order to avoid the eve of the Sabbath. Youths paraded the streets of the town at daybreak firing off a cannon and small arms. The club members assembled at ten A.M. and were joined at their invitation by many of the leading citizens. Once again there was an entertainment at which "the history of emigrant colonies and the constitution and declension of empires, ancient and modern" was discussed over a meal "foreign from all kinds of luxury, and consisting of fish, flesh, and vegetables, the natural produce of this colony." The company marched to Old Colony Hall accompanied by the local militia, where they were met by a well-disciplined group of schoolboys and their master, and Rev. Chandler Robbins of the First Church. A speech was given by Edward Winslow, Jr., who recited the usual remembrance of the Forefathers and closed with "...if we, their sons, act from the same principles, and conduct with the same noble firmness and resolution, when our holy religion or our civil liberties are invaded, we may expect a reward proportionate..."

A similar celebration occurred on December 23, 1771. Traditionally, the commemoration of any New England event was made from the pulpit, but three Forefathers Day observations went by before this was suggested. On this occasion, Rev. Chandler Robbins offered to deliver a sermon on the subject the following year, having, as he said, forgotten that the anniversary fell on Sunday in 1771 until he was reminded of the occasion after the fact. The club members gratefully accepted his offer "for proposing a mode of celebration for the future so exactly corespondent with our most sanguine wishes and expectations, as that of having a sermon preached on this *solemn* as well as *important* occasion."

Robbins duly provided the club and its guests with an appropriate sermon in 1772, and from that time forward, a Forefathers' sermon or oration was a regular feature of the occasion, not only in Plymouth but elsewhere. The celebration of 1772 was noted by Samuel Adams of Boston, who congratulated the Plymouth Committee of Correspondence (Plymouth being the first town to respond to the call for the establishment of such committees that year) "on the return of that great Anniversary, the landing of the first Settlers at Plymouth", without which England would not have had its restless American colonies.

In 1773 the revolutionary Plymouth Committee of Correspondence met with the Old Colony Club -- there was some overlap in membership -- and rather presumptuously informed the Club that they were determined to recognize Forefathers Day in their own way, and requested that the club "join with and conform thereto" their plans. Not surprisingly, the Club resented this unsolicited invasion of their territory and disruption of existing plans. They voiced a suspicion that the Committee's members had no more right to interfere in such matters than they would in "regulating or altering their creed, or their catechism" and that "This partial and extra-judicial way of proceeding, we apprehend, will have a tendency to promote parties and divisions (which have already too long harassed this once peaceful town)."

The Club voted to observe the holiday privately, which they did, and then disbanded. It was the Town of Plymouth which carried on the Forefathers' Day tradition in 1774, when inflamed partisan passions led to the following report of the celebration, in the *Boston Gazette* (Jan. 2, 1775, p.2/3): "We the Posterity of those of those illustrious Heroes are now suffering under the galling pressure of that power, an emancipation from which, was the one grand object they had in view, in the settlement of this Western World... But, wonderful as it may seem, a pitiful number, who bear the names, and descended from the loins of these ever-to-be-revered Patriots, by their infernal intrigues, and persevering obstinacy, have involved their native Country, enriched with the Blood of their Fathers, in accumulated Calamities and Distresses..." For the time being, the radical patriots claimed the Forefathers for their own.

The Old Colony Club succumbed to the strains of the Revolution, which pitted the interests of the Loyalist members (the Winslows, Thomas, Cushman and White) against those of the Patriots (the Lothrops, Angier, Mayhew, and Scammell) with the result that the former fled the town while the latter remained influential in

local affairs. Captain Adams died at sea in 1773 before the lines were drawn, and John Watson, while of Loyalist sympathies, avoided conflict and took the Oath of Allegiance. The holiday the Club had created was taken over by the Town, and eventually came under the direction of the Pilgrim Society, which was founded in 1820. The first Forefathers' Day under the auspices of the new Society was presided over by John Watson, the sole survivor among the founding members of the Old Colony Club, who became president of the Society from 1821 until his death in 1826.

Old Colony Club Redivivus

The next chapter in the history of the Club begins in 1875. William T. Davis, Charles O. Churchill & Arthur Lord met at Pilgrim Hall on April 15, 1875, to draw up a constitution for a revival of the Old Colony Club. The constitution stated that "This organization shall be literary and social in character, and shall be known as the *Old Colony Club of Plymouth.*" Admission was to be $5, with annual dues at $10. As a respectable club, there were to be no games during meetings. Gambling, intoxicating liquor, public demonstrations for political parties, partisan political discussion, and loud and boisterous talk were forbidden. Weekly meetings and dinners took place each Monday night.

George P. Hayward of Boston (grandson of original member Pelham Winslow) offered to rent the Club three rooms on the lower floor on the southerly side of Haywood House [on the site of Station One Restaurant] for $75 per annum. William H. Whitman, John J. Russell and Arthur Lord acting as a committee nominated the first officers, who were duly voted in:

President -	Charles Burton
Vice-Presidents -	Charles O. Churchill
	Dr. James B. Brewster
	James D. Thurber
Executive Committee -	Arthur Lord
	Daniel J. Robbins
	John H. Parks

The new Executive Committee then voted to spend $100 to furnish the rooms. The first regular meeting was on the first Monday in May, 1875. Subscriptions to a number of magazines and newspapers were made, and books loaned by the members

A. CHARLES. BURTON (1816 - 1894)
President, Old Colony Club, 1875. Superintendent, Plymouth Schools, 1859 - 1894, founder, Plymouth Public Library.

B. ARTHUR LORD (1850 - 1925)
President, Old Colony Club, 1879 & 1920, and Plymouth historian. Also President of the Massachusetts Bar Association, the Massachusetts Historical Society and the Pilgrim Society (1895 - 1925).

made up a library. Cigars were also provided for sale in 1876. The initial membership was 45 individuals; by the end of the year there were 58 members.

On Wednesday, Dec. 22, 1875, the Club held the first of its modern Forefathers' Day celebrations and annual meetings with a dinner at the Samoset House. The traditional Plymouth Succotash was served as the soup course. At this meeting, Arthur Lord exhibited a bottle which had been made in Quincy by order of the Club in 1769, with the seal of the Club and the date 1620.

The Club rooms provided the members a place to socialize and relax on a regular basis at a time when most of the members lived and worked in the downtown Plymouth area. In November, 1877, the Club moved their quarters across the street to another suite of three rooms in the Davis building. The annual Forefathers' Day at the Samoset house meeting that year included women guests and dancing as well as the usual dinner. A billiard table donated by some of the members was added in adjoining room in 1880, the same year that financial difficulties obliged the Club to temporarily suspend its daily newspapers.

In February, 1883, the Club was reorganized. The old association was dissolved to allow the Old Colony Club to become incorporated as a legal restoration of the original 1769 organization. Washington's Birthday was added as a regular Club celebration. In 1887 the Club was on the move again, taking a more expensive suite of three rooms (which required an increase the annual subscription) in the new Bank Building at 36 Main St. in May, 1888. There was a reception there on August 1, 1889 for the dedication at the completion of Forefathers' Monument.

The Acquisition Of The Present Clubhouse

On March 1, 1893, the Old Colony Club voted to buy the property on the corner of Court and Brewster Streets from Mrs. Everett Sherman so that the Club would no longer to be dependent on rented quarters. On February 6, 1893, a committee (of Arthur Lord, I. M. Jackson, Ellis Harlow, Anthony Atwood and A. P. Bent) was appointed to select a property for a permanent home for the Club. On February 25th the committee recommended that the Club purchase the B. A. Hathaway house on North Street for $8,000, and it was voted that the Club should do so.

PLYMOUTH ROCK HOUSE AND COLE'S HILL

Looking south from atop the chimney of the Street Railway Power Plant. The Plymouth Rock House is at the lower right, where the Plymouth National Wax Museum is today. Note that only half of Cole's Hill has been made into a grassy slope in 1893.

Nevertheless, there must have been some opposition to this decision that the records do not reveal, because on March 1, another meeting was called. At this meeting the purchase of the land and building on corner of Court and Brewster Street owned by Mrs. Everett Sherman was considered. This proposal was approved and the Court St. property was duly acquired for $4,500. The funding of this move was arranged as follows:

"After Consideration with care the subject of said purchase, the following `Voted' were unanimously passed:

Voted: - The Treasurer is hereby authorized and instructed to purchase in the name of this Club the house and lot on the corner of Court and Brewster Street not including the house lot on Brewster Street of Mrs. Everett F. Sherman for the sum of Forty Five hundred dollars.

Voted: - The Treasurer is hereby authorized and instructed to negotiate and execute in the name and on behalf of this Club a mortgage in Common form for three thousand at a rate of interest not exceeding six per cent per annum on the real estate on the corner of Court and Brewster Streets in Plymouth this day authorized to be purchased.

Voted: - The Treasurer is hereby authorized to issue in the name and on behalf of this Club notes or Scrip to an amount not exceeding four thousand dollars bearing interest at the rate of five per cent per annum, payable Semi-Annually, principal payable in ten years from date, but the whole or any part of said Scrip shall be payable at any time at the option of the Executive Committee for the time being. In case part is paid at any time the particular notes or pieces of Scrip shall be determined by lot.

The Treasurer is also hereby authorized to dispose of said notes or Scrip to whomsoever may desire to purchase the same at not less than par, preference being given to members of this Club.
Voted: - That the Treasurer is hereby authorized and instructed to execute in the name and on behalf of this Club a mortgage for the sum not exceeding four thousand dollars on the real estate on the corner of Court and Brewster Streets in Plymouth this day authorized to be purchased. Said mortgage to be subject to the mortgage heretofore authorized and to be made to James D. Thurber and Isaac M. Jackson as Trustees as security for the holders of the scrip or notes this day authorized and to be in such form and with such Conditions as the executive Committee may approve.

A. THE OLD COLONY CLUB PARLOR, 1893

Many of the furnishings, such as the library table, the fire fender and clock, are still in the same position. Only one of the vases survives, and the gas light with its "extension cord" is long gone.

B. THE NEW PIAZZA, 1899

25 Court St., looking southeast towards Brewster St. The next house to the east was removed for the parking lot in the 1950s.

Voted: - The executive Committee the President and the Treasurer with Mr. Leander S. Cole are hereby made a Committee with full power to alter, repair, furnish and install heating apparatus in the house, this day voted to be purchased by the Club, but no expense or liability shall be incurred greater than the sum of fifteen Hundred dollars.

Voted: - That the executive Committee be recommended to take such action as will be necessary to make the Active Membership ~~of~~ one hundred instead of Eighty as now stated in Article II of the Constitution.
Adjourned: Wm. S. Danforth Sec'y"

A postcard was sent to the membership announcing the decision. The Club then proceeded to renovate the building, with the following expenses:

Mortgage	$3,000.00
Notes	$3,300.00
(Notes due)	$ 400.00
Purchase price	$4,500.00
Recording deed, mortgage	$ 3.35
Repairs	$ 812.10
Cleaning	$ 28.54
New Boiler	$ 470.00
Gas piping	$ 18.90
Electrical wiring	$ 57.40
Coal	$ 19.00
Furniture	$ 500.21
Sundries (E.W. Harlow to Boston)	$ 8.00

The Club also received $40.50 for the old boiler and gas lines.

The *Old Colony Memorial* reported on the renovation of the new Clubhouse on April 20, 1893. A new light-tinted wallpaper was installed in the entry and the 130-year old staircase had been cleaned and repainted. A large moosehead was hung in the stairwell. The walls of the rooms were covered with a pressed figured paper. The house was wired for electrical lights and also piped for gas, as both forms of illumination were in use. The ceilings were tastefully tinted.

There were heavy tapestry carpets in every room except for the Billiard Room on the second floor. A small Domino Room was installed off the Billiard Room toward Court Street and two Card Playing rooms were located beyond the Billiard Room towards the harbor, and a toilet as well.

Downstairs the Club Parlour was graced with a fireplace and a table for books and newspapers. There were many interesting pictures, of which game pieces predominated. A small writing room overlooking Court Street was fitted out with a cushioned window seat and a secretary desk for members' correspondence and Club business. To the rear of the Parlour was a Music Room with a deer's head over the fireplace and a table for magazines. The adjoining coat room was also provided with a "marble set bowl." The ell was furnished as an apartment for the custodian and his wife, Mrs. and Mr. Alonzo H. Perry. Mr. S. C. King was the builder and Mr. W. H. Williams decorated the rooms. The paper's account concluded that "The Old Colony Club has in these new quarters as elegantly appointed rooms as can be found outside the Hub, and the fitting is highly creditable to the taste and good judgment of those having it in charge."

The Club did not stop with the refurbishing of the interior of the house. It was decided in August 1897 to add that classic component of the Victorian house, the porch or piazza on the north side of the Clubhouse. The actual construction was more tedious: the committee in charge of building the piazza was given more time to complete the work on Forefathers' Day in 1897, and again in 1898, with the final result we see today being accomplished at the very end of the century. The Club used the new piazza for its "Afternoons for Ladies" in 1900.

THE OLD COLONY CLUB IN THE TWENTIETH CENTURY

As the world moved through the Edwardian era towards the Great War, the older generation still hearkened back to what was then the "real war" (1861-1865). On April 15, 1911, the Club chose to honor the first Massachusetts men who had responded to Lincoln's call for volunteers, the "Minute Men of '61" (3rd Reg. Mass.). The guests were the Plymouth survivors of this regiment, including Capt. Charles C. Doten, Augustus H. Fuller, George H. Chase, John H. Martin, Lyman Dixon, Jacob H. Southworth, Albert E. Davis, Charles H. Holmes and Rufus H. Pope.

> "For half an hour the club members greeted and entertained their guests. At eight o'clock the committee, each escorting one of the guests, then led the way down stairs to the grill room which was decorated with flags and bunting. The guests were seated at the head table, Hon. Arthur Lord presiding, and a most excellent dinner was enjoyed. The Plymouth Male Quartet led with a patriotic song, and Mr. Lord welcomed the old soldiers and spoke of Plymouth history and patriotism in the Revolutionary

period and during the Civil War. On behalf of the club Mr. Lord requested Capt. Doten to relate the story of how the Plymouth Minute Men went to war which was very interesting and entertaining. Before leaving the table, Capt. Doten as a memento of the occasion presented to the club a copy of the History and Complete Roster of the Massachusetts Regiment Minute Men of 61 who responded to the first call of President Lincoln Apr. 15, 1861 to defend the flag and Constitution of United States compiled by Col. Geo W. Mason of the 5th Regiment. It is a valuable and very interesting book containing with histories of each regiment and company a large number of portraits of the men who served in their ranks. While the book was the gift of Capt. Doten, much of value was added to it by the inscription on the fly leaf of the names written by themselves, of the guests of the evening, each adding his age, the average age being more than 75 years; the oldest being 89 and the youngest 69.

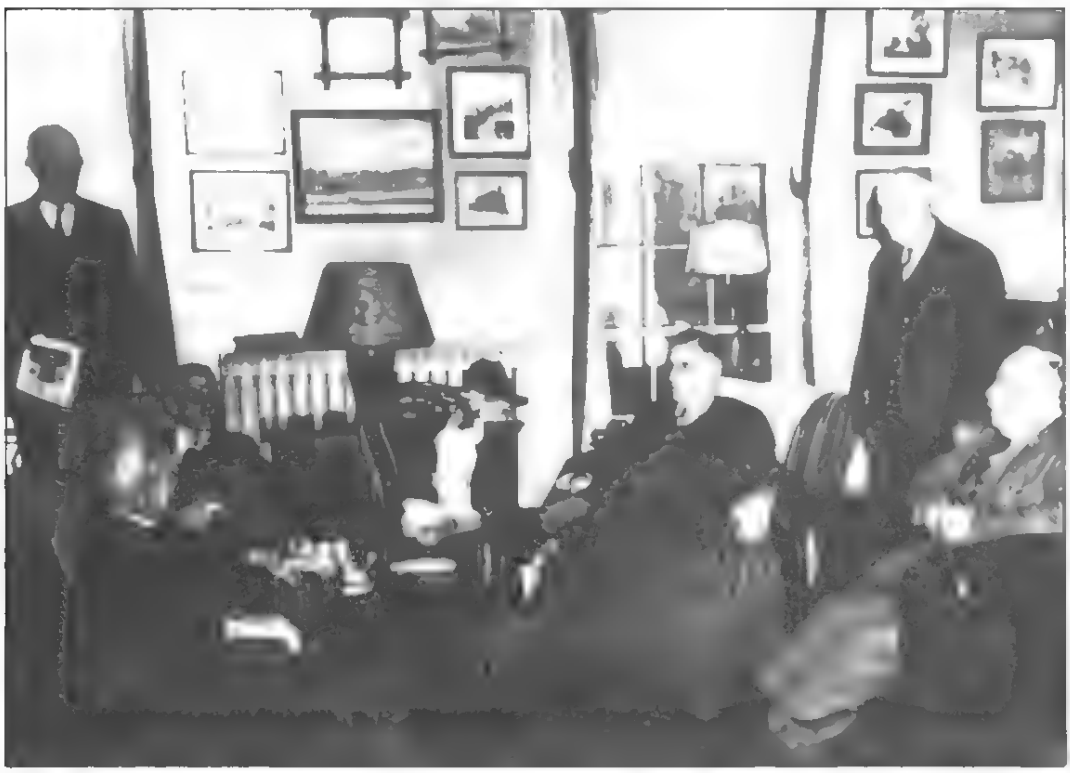
Clark's Orchestra furnished music for the occasion and at a late hour the guests and members of the club left for their homes well satisfied with the manner of celebration." (The book is still in the Club library.)

In 1913 physical improvements were again called for: new wallpaper and paint, hardwood floors, sheathing in the cellar and the installation of "modern plumbing." This necessitated an increase in the admission fee, and the number in each category of membership, Active and Non-Resident, was raised to 125. A new basement banquet hall was installed, where previously the meals were both cooked and served on the first floor. The *Old Colony Memorial* account of the 1915 meeting is an interesting snapshot of the Forefathers' Day festivities in the new hall just before the First World War:

BY THE OLD COLONY CLUB

Celebration of Its 145th Anniversary a Most Happy Event

The anniversary of the Old Colony Club is on the 22d of December, the organization dating back to 1769, and then being founded to honor the memory of our Pilgrim Forefathers and to observe the day of Landing on Plymouth Rock. The Club did observe Dec. 22, 1769, as



A. COMPANY D, FIFTH REGIMENT, 101ST INFANTRY
Nathaniel Morton School Playground, looking northwest, 1917.

B. THE CLUB CAT
The Music Room (Front Parlor) ca. 1944. Club Historian Fred Jenks is seated to the right of the cat.

"Forefathers' Day" by a dinner and appropriate exercises held at the inn of Thomas Southworth Howland, which stood in those times near the head of North street on the site of the house now owned by Dr. W.G. Brown.

The Club's headquarters were in Old Colony Hall next to the Town House, and in the rear of and immediately adjoining what is now the provisions market of Everett T. Harlow, access being had from Market street as now to the residence of Mrs. Charles Holmes, which has taken the place of the Hall.

Discovery that an error of a day was made in fixing the date of the Landing from adding 11 days to Dec. 11th, old style instead of 10 days to conform properly to new style, has made no difference to the Old Colony Club. The 22d was established as its day of celebration 145 years ago, and it is going to stay so.

In accordance therewith last Tuesday evening the 22d inst., the Club held its regular annual meeting and received reports and transacted usual business except putting over the choice of officers until the next monthly meeting. These routine matters being disposed of, the large company of members which had assembled repairedto the rooms below and sat down to a most excellent succotash supper prepared by Club steward Geo. L. Gray, a most competent chef which the Club fortunately possesses. Capt. E. B. Atwood, the president, made a short address when the plates were removed, and then asked Judge Harry B. Davis to act as toastmaster. The Judge is happily adapted to such a position and very nicely introduced Hon. Robert O. Harris as the guest of the Club. Judge Harris' address, of course, related to the Pilgrim Period, but was out of the usual course of eulogy and corelated matters of our times with the principles of the Pilgrim foundation. He is an easy, fluent talker and the Club was greatly pleased with what he had to say, giving him rounds of applause at the conclusion.

The toastmaster read a telegram from Hon. Joseph Walsh of New Bedford, Congressman elect from this district who was obliged to remain at another gathering in his resident city. Hon. Arthur Lord, president of the Pilgrim Society, spoke very entertainingly of an incident of Pilgrim history

> relating how Squanto, a Plymouth Indian, had been treacherously captured and carried to Spain, where he was placed in slavery some years before the coming of the Pilgrims. Escaping to England he there learned the language and customs and fortunately returned to Plymouth in time to be the interpreter and staunch friend to the Pilgrims and undoubtedly through his influence with the aboriginal race preserved the Colony from serious disaster, if not extermination. Capt. C.C. Doten spoke briefly, and then the company standing sang "America," and adjourned to the parlors.
>
> An efficient committee headed by W.M. Douglass, had provided professional entertainers from Boston, and with music, song and story, the hours were most pleasantly passed. An extra of the program was volunteered by the corps of colored waiters who sang sentimental songs and peculiar southern melodies in excellent style. The occasion was one of the best of the Club celebrations of Forefathers' Day."

When the United States finally entered the war, the Club as usual was among the first to do its patriotic duty. The German government declared on February 1, 1917 that it would sink all ships in the western North Atlantic, neutral or belligerent. Even before war was declared on April 5, Massachusetts had appropriated a million dollars to equip the State's new National Guard of 9,171 men. Guard recruitment began in earnest (following the recruitment needs of the Regular Army) for another 6,000 troops, and when it became evident that the National Guard would be taken into Federal service, a second "State Guard" of 9,000 men was formed to take care of safety at home.

On July 25th, the Massachusetts Guard got the call. Tents for the troops were erected on the playing field behind Nathaniel Morton School for Plymouth's Company D (the old Standish Guards) of the 5th Massachusetts, who elected officers under the direction of Old Colony Club member Major Charles H. Robbins. As news of the impending departure of Company D as part of the 101st Infantry became known, the Old Colony Club decided to organize a farewell banquet for the troops and other local enlisted men. A special meeting was held on July 30, 1917, at which a motion by William P. Libby was passed to create a committee of five members (William Douglas, George L. Gooding, H.E. Mabbett, Major Robbins and President Robert Harlow) to

organize "entertainment in the honor of the departure of the Standish Guards and other enlisted men of the Town on war service".

It was decided to assess each member $5.00 towards the costs, and $465 was raised. The remainder after expenses was to be contributed to the Standish Guards fund -- this being the munificent sum of one dollar and thirty-six cents!

The banquet was held at the Hotel Pilgrim on August 3, 1917. Special cars were hired on the Brockton and Plymouth Street Railway to transport people to the hotel. The large dining room was decorated with fresh flowers and American flags. 160 guests attended, including 92 Old Colony Club members, at a cost of $240. George Gooding provided 150 souvenirs, $20.20 was paid for 600 packages of cigarettes and 200 after-dinner "Overland Puritanos" cigars.

The most intriguing feature, however, was the entertainment. The White Entertainment Bureau of Boston supplied for $75 a Mr. Phillips, a Miss Hill and "four cabaret girls". They were later put up at the Samoset House for the night, along with several guests. Also two of the hotel guests, Mrs. Richard Percy and Mrs. Caroline Mihr-Hardy, assisted in the entertainment. Unfortunately, no description survives of what occurred.

In 1917, dues were remitted for those members who were in the Armed Services. On "April 19th, the occasion of the Preparedness Day, the Club turned out as a body on parade for the first time in its history. While we were handicapped by the draft of our members for other institutions we made a credible showing and drew forth the applause of the spectators along the line of march. Lieutenant-Governor Coolidge was a guest of the Club after the exercises on the Training-Green." The Club held a Victory Smoker on November 29, 1918 (a new cigar stand having been installed the year before) and a second Smoker was given for the returning soldiers on June 2, 1919.

The next momentous event in Plymouth was the Pilgrim Tercentenary of 1921. The Club erected a reviewing stand on its property, and helped with the Tercentenary Commission entertainment of distinguished visitors, including Vice-President Coolidge, at the cost of $1200.

Billiards and cards remained the primary Club entertainment. Although the suggestion was made in 1922 to install a bowling alley in the basement, it was soon determined that the expense

would be prohibitive. Instead, the upstairs rooms were remodeled in April to better accommodate the billiard table. A large bed room and a small card-playing room were combined with the earlier billiard room to create a more spacious area and a small alcove was created on the west side for an office. The card players were relocated in a former bedroom towards the rear of the building. A plan to enlarge the two-story wing on the southern side of the building was dropped.

The Club did move with the times when they asked Harold Mansfield to bring "a wireless apparatus" or radio for a special entertainment in June, 1922. By September 1925, the Club accepted the gift of "a radio set" and appointed Henry Walton as its custodian. 1926 saw major repairs to the building, including a new heating system and the re-shingling of the roof.

A curious circumstance in 1927 was the discovery that there was an international organization of business men's clubs called "Old Colony Clubs, Inc.," with branches in London, Paris and a number of American cities. This came to light when the organization tried to register for business in Massachusetts only to find that the Plymouth Club already had rights to the name. An accommodation was reached whereby the international organization was allowed to use the name "Boston Old Colony Club, Inc." and the members of the Plymouth Club were given reciprocal rights in all of the other Old Colony clubs. Unfortunately, it wasn't long before the larger organization fell apart following the death of its founder. It was in 1927 as well that President George Simmons brought together a collection of pictures of all of the ex-presidents, which has been faithfully added to ever since.

In 1929, the management of the dining room became an issue. The Club's respected if disputatious steward George LeBaron Gray had one of his perennial disagreements with the House Committee, which was eventually resolved. A twenty-five cent cover charge initiated in 1927 was restricted to non-Club functions, and a weekly report of conditions required of the steward. Hardwood floors were installed that year on the ground floor of the Clubhouse, and on December 20th President Willard H. Parsons presented the Club with a boulder bearing a bronze tablet with the names of the original founders of the Club, which can still be seen in front of the Clubhouse today.

The collection of old pictures of Plymouth was actively advanced when a call to members for donations of photographs was made in March, 1930. Earlier an assortment of decorative paintings and

prints had formed the decor, but these were relegated to the cellar as the local picture collection grew. The charge for the use of the bedrooms was set at $1.25 for the smaller chamber and $1.50 for the larger. A now forgotten grievance was illustrated by the fact that when the Massachusetts Governor Allen and his wife were invited to attend a special meeting recognizing the Fire Chiefs of the Commonwealth on May 16, 1930, it was pointedly voted *not* to invite the Plymouth Selectmen.

In 1932 the Club received the fine model of the "Flying Cloud," which now resides in the Social Room, from Past President Sheriff Charles H. Robbins. There was also an "oil-painting" of George Washington (actually a lithograph of the famous Stuart "Athenaeum" portrait) given by Congressman Gifford in May. Fred A. Jenks was appointed to be the first Club Historian in 1933, and was asked the following year to write a history of the Club to be given to all new and present members. While Jenks did do much for the Club's history, including the compilation of a descriptive catalogue of the historic pictures, he never did write the history of the Club. This was finally accomplished by the third Club Historian, L. J. Bradbury, in 1978.

In 1935 a notice appeared on the bulletin board to the effect: "Any member guilty of using vulgar or obsene [sic] language and conduct unbecoming a member of the Club may be suspended by the Executive Committee without further notice." As is the case with such rules, it more accurately indicated the presence of what was forbidden than effectively prevented it. This may therefore be an indication of the evolving change from the patrician atmosphere of the earlier Club membership to its more democratic future make-up. Of course, it may also have been aimed at one or more of the obstreperous sort of members which inevitably test the patience of the more sedate individuals.

A visit to Plymouth by the British warship, the *H.M.S. Scarborough*, was an opportunity for the Club to extend its hospitality. The Executive Committee was pleased to extended the courtesies of the Club to the Officers of *H.M.S. Scarborough* which was to visit Plymouth from September 29th to October 5th, 1936. A letter from of thanks received from Commander Baxter of the *Scarborough* (Oct. 5, 1936) was posted in due course.

Considerable work was done on the building that year by C. D. Howland, Harold Boyer and Louis Cotti. The floors were refinished and the ceilings "touched up" and the sidewalk to the south next to the Russell building repaired, and a new couch

was acquired. The ever enthusiastic Associate Member from New York, Charles Griffith Moses, sent a small hand-bound book of verse about the Club and its members. It also became necessary to require that the front door be kept locked at all times.

A tree was removed from the north corner of the piazza and turned into firewood in 1937. In September, steward George L. Gray was asked to repaint the back porch and the kitchen and his pay was increased to $20 a month for the rest of the year. At this time the Friday night dinners cost $1, and the annual Forefathers' Day meeting dinner $2.50. In 1939 a new oil burner and a pingpong table were installed, and $225.15 was spent on a radio. The entire first floor of the Club was renovated and redecorated in 1940. Warren Strong, who had been the very effective and orderly Secretary/Treasurer since 1921 stepped down in 1941, and the suggestion was made (but not acted upon) that pictures of all of the past Treasurers be acquired and displayed after the manner of the Presidents. In contrast to the passions of 1917, World War II arrived quietly enough in the Club records, when blackout supplies were ordered in February, 1942.

On January 4, 1943, it was voted that the Regular Meeting night be moved from Monday to Friday nights as of April, to coincide with the dinners. The oil heater was converted to coal. The Plymouth Bar Association (to which a number of the members belonged) were given the use of the dining room for Monday, February 8, 1943, with the understanding that the members could use the other rooms. Among the other expenses of 1944 was a charge of $2.00 for disposing of the superannuated Club cat, whose picture can be seen today in the Library. The matter of keeping the front door locked (apparently unsuccessfully) was put into the hands of the Executive Committee in March, 1945.

Membership shrank in the late 1930s and early 1940s, and a Membership Committee was created in April, 1945, to look into higher dues and other responses to the financial problems this presented. The old gas/electric chandelier in the "living room" was taken down in January, 1946, and replaced with a more modern fluorescent fixture. The old custom of observing Washington's Birthday, which had occurred in the 19th century, was revived that year. Questions about the Club's boar's head arose in September, 1946. Elmer Briggs wanted to buy the head, which had been taken down, but as often happens in such cases, the expression of interest was enough to spur long deferred action. It was voted to not sell the head but rather to have it cleaned and rehung in the upper hall, although it is not clear that this was ever

done. The steward, who was getting on in years, requested and was granted the authority to hire a temporary assistant to help him clean the rooms on occasion.

A storm in February, 1947, blew down a number of shingles, and did other damage throughout the town. The outside of the Club was repainted and the piazza repaired in 1947. Paul W. Bittinger became the second Club Historian after Fred A. Jenks died on June 17, 1945. He was supposed to give a short history of the Club at the annual Forefathers Day dinner, but apparently George Olssen, who was the main speaker, covered the historic material in addition to his other topics.

In March, 1949, the Entertainment Committee was asked to arrange a dinner to raise money for a television set. The first Clambake committee (of "Messers. Hatch, LaRocque, Pioppi and Fletcher") was created in August, and the kitchen was moved downstairs into the "wood room" in the fall of 1949. "It was voted [at the annual meeting] that the assembly give a vote of thanks to Messers. Finney, Robbins, White and Giles for their splendid efforts in the work of remodeling the Club, both inside and out, namely: Painting the outside of the Club House, removing the hedge, grading the grounds, painting papering, fixing floors, new bath room in the apartment, changing the old wood room downstairs into a new, up-to-date, modern, convenient kitchen, painting downstairs, painting and papering the billiard room and card room upstairs, new lighting in various parts of the building, repairing about a dozen chairs and building new tables for the dining room." It was also voted to send a letter of gratitude to George L. Gray for his long service (since the First World War) as steward. The job of cooking for the Club was then given to Mrs. Mildred Priestley.

A feature of the original 18th century Club celebrations of Forefathers' Day was a dawn march marked with cheers and the firing of cannon and guns. This event was revived in 1956 by the third Club Historian, L. J. Bradbury during his term as President, at the suggestion of member James J. Connell, who had read about the first Forefathers' Day Celebrations. It has since become a unique Plymouth custom, and regardless of the weather on Forefather's Day, the Club members have unfailingly performed a daybreak march ever since.

On December 22nd, 1956, the members of the Old Colony Club gathered at the Clubhouse early in the morning. At six o'clock, with flags and music, and wearing tall hats, they marched across

THE OLD COLONY CLUB FIRE THE FOREFATHERS' DAY CANNON, 1956
The revival of the dawn march on December 22, 1956, was observed by a cannon salute in front of the Plymouth Court House.

the street to the Court House lawn. There verbal respects were paid to the Pilgrim Forefathers by the Club President L. Joseph Bradbury. Then after firing a small signal cannon and shouting hurrahs, they marched down Court and Main Streets to Town Square and back to the Clubhouse, where they partook of a breakfast comprised of cranberry juice, ham and eggs, muffins, doughnuts and coffee. After breakfast, and again wearing tall hats, the members gathered at the flagpole on the Clubhouse lawn, raided the American flag and gave their pledge of allegiance to it.

On May 18, 1959, the Plymouth County Celebration of the Superior Court of the Commonwealth of Massachusetts was held in Plymouth, with members of the Club participating. High Sheriff Adnah H. Harlow acted as Marshal and made the proclamations. John R. Wheatley, District Attorney for the Plymouth District was one of the speakers, as was the Honorable George C. P. Olssen, Clerk of the Superior Court of Plymouth County and also Chairman of the Plymouth County Centennial Committee. The Centennial dinner was held at the Old Colony Club with some 80 participants who were welcomed by the Club President, Harold A. Boyer. George C. P. Olssen presided and the Honorable Paul C. Reardon, Chief Justice of the Superior Court of Massachusetts was the speaker.

On the 200th anniversary of the Club's founding, January 13, 1969, the featured speaker was the Honorable Paul Cashman Reardon. Judge Reardon delved into the history of social clubs in this country and cited another club that had been organized prior to 1769. It is asserted in the records that the other club (the South River Club of Annapolis) was no longer active, so the Old Colony Club continued its claim of being the oldest active social club in the United States.

This may not actually be true. Besides our own venerable Club, there were several such early gatherings in America. The South River Club of Annapolis, Maryland, which had its own building since 1740 and met as a club since about 1700 was only one of the claimants. Another candidate is (or was) Philadelphia's State in Schuylkill (otherwise known as "the Fishhouse") which had a continuous history since 1732.

Plymouth's 350th Anniversary Committee, recognizing that the Old Colony Club introduced the celebration of Forefathers' Day commemorating the Landing of the Pilgrims, invited the Club to

begin the festivities on the opening day of the celebration, which took place on September 12, 1970. The members met at the Clubhouse, then repaired to the District Court yard at 10:30 A.M. The festivities began with a salvo of cannon and an address by Club President Robert F. Curtis. The members were accompanied by the Honorable Francis W. Sargent, Governor of Massachusetts and led by Past President Sheriff Adnah H. Harlow and a band. Wearing the traditional tall hats, the group marched from the yard down Court and Main Streets to Leyden Street, thence down to a speaker's stand near Plymouth Rock where they stood at ease during a 19-gun salute, orations and the dedication of a new flagpole in memory of James A. Leland, Club member and Vice-Chairman of the 350th Anniversary Committee. After orations by Club members John G. Talcott (Chairman of the 350th Anniversary Committee) and John Prentice (Chairman of the Plymouth Board of Selectmen), and by other notables such as Governor Sargent, the Club members returned to the Clubhouse for a buffet lunch.

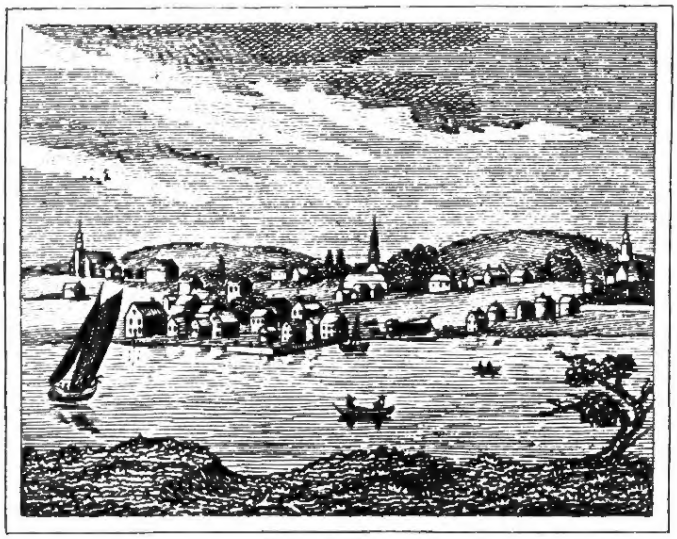
On May 1, 1976, the Old Colony Club participated in the special Bicentennial Law Day ceremonies sponsored by the Plymouth Bar Association. Members wearing the traditional tall hats gathered at the Clubhouse at mid-morning and were led by Sheriff Harold Braddock and President Avedo R. Neri in a procession to Plymouth Rock. There a sizable gathering with numerous dignitaries heard Allan M. Hale, Chief Justice of the Massachusetts Appeals Court talk about the re-dedication of equal justice under the law. After the ceremonies, the Club members joined the judges, members of the Plymouth Bar Association and others to proceed to Town Square where Club member John G. Talcott, Jr., Chairman of the Plymouth Bicentennial Commission, and Past President Harold A. Boyer, a member of the Plymouth 1749 Court House Committee, participated in further activities.

The cannon first used in the revival of the Forefathers' Day Dawn March was a small signal cannon of the sort used in sailing races. In 1982, it was decided that a more appropriate cannon should be acquired to serve as the ceremonial saluting gun for the Club. Walter Shobbrook researched a design for a modified robbinette cannon, which was then used by Clifford E. Sampson, Jr. to construct the gun. Using a pair of pony cart wheels which he fitted out with the appropriate hardware and oaken carriage, C. E. mounted a bronze barrel (made from a boat's propeller shaft donated by George Davis) which had been turned by Robert Holton and then caused to be bored and decorated with a bronze

casting of the Club Seal by William D. Sykes. After a successful testing on the Withington property, it was fired on Forefathers' Day, 1982, and on every 22nd of December since then.

Until recently, the Plymouth 4th of July Parade was another occasion for saluting the town with the Club cannon, but an incident in 1990, when cannoneer Bob Holton was injured by a premature ignition of the charge, caused the suspension of the practice. The members, with their characteristic tall hats, can be still seen marching in the Plymouth parade on the 4th but the cannon now rides mutely on its truck.

To commemorate the 100th anniversary of the Club House (which was recognized by a special proclamation by the Commonwealth of Massachusetts), the Old Colony Club held a formal anniversary meeting on May 14, 1993, and a public parade and band concert on May 21. Today the Old Colony Club continues to serve as a congenial gathering place for Plymoutheans with historical interests to enjoy convivial Friday-night dinners at the Clubhouse or on Clark's Island. The culminating event of the annual Forefathers' Day Dawn March and Succotash Dinner still punctuates the year for the Club each December 22nd. Irregular special events, golf matches, clambakes and chowder suppers provide additional occasions for fellowship. And the tradition goes on... If you chance to pass 25 Court Street on a Friday evening in the summer, and see the members enjoying a cigar or a soft drink on the Clubhouse piazza in the twilight, say hello. We'll be watching for you.



A View of PLYMOUTH in 1820

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